THE AMERICAN ELEVATOR AND GRAIN TRADE.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY MITCHELL BROS. COMPANY, (INCORPORATED.) | VOL. XVII. | CHICAGO, ILLINOIS, JANUARY 15, 1899. | No. 7. | ONE DOLLAR PER ANNUM SINGLE COPY, TEN CENTS.

THE NEW UNION ELEVATOR.

The New Union Elevator of the Consolidated Elevator Company at East St. Louis, Ill., which replaces the company's elevator on the same site, burned a year ago, was opened for business on December 1 last. This elevator, a fine picture of which appears below, was designed and constructed by John S. Metcalf & Co. of Chicago, from whom we have obtained the following details of its general plan and machinery.

The elevator, which is a frame and plank structure of the storage type, occupies a ground space of 352x87 feet, the deep-bin portion being 275 feet long and the working portion, over which is the cupola, 77 feet long. The storage bins are 60 feet deep, and the height of the elevator from the foundation to top of the cupola is 126 feet. There are

CONSOLIDATED ELEVATOR COMPANY'S UNION ELEVATOR AT EAST ST. LOUIS, ILL.
Designed and Constructed by John S. Metcalf & Co., Engineers, Chicago.

144 deep bins and 57 bins in the working part of the house, giving a total storage capacity of 1,100,000 bushels. The foundations are piers and wallwork—the old foundations remodeled, the stone of which was re-used here.

The deep-bin portion of the elevator is provided with a double system of belt conveyors, which receive the grain from underneath the bins and carry it forward, discharging it into the elevator boots; while on top of the bins a similar double system of belt conveyors supplied with self-propelling iron trippers, which discharge the grain into any one of the deep bins. At the farther end of the deep-bin story is a cross belt conveyor, which takes the grain from either of the two main belts and discharges it into two shipping bins, which in turn deliver the grain to the belt conveyor to the river house, to be referred to presently.

The working portion of the elevator, 77x87 feet in size, is supplemented on either side by a double-track shed, 27 feet wide. Each side of the house has also two elevator legs, which may be used for either shipping or receiving grain. The bins in this part of the house are reached by the use of the Mayo Trolley Spouts. The cupola is four stories high, the first being the distributing story; the second the scale story, and the third the garner story, while the fourth, or top story, contains the elevator heads and the main line power shaft for driving the elevator heads. There are four garners of 1,200 bushels' capacity each, over hopper scales of the same capacity, made by Fairbanks, Morse & Co. The working story has also four pairs of Clark's Shovels, for unloading grain, and one double-drum car-puller, arranged to pull cars on any of the four tracks, using a wire cable. There are four iron car-loading spouts (two on each side of the building), which are placed on the outside of the building and pass through the track sheds. These spouts are fitted with Sandmeyer Loaders, and turn-heads, so that grain may be loaded into cars on either of the two tracks under each shed, these sheds being lighted from skylights.

The brick power house of the new Union has been built on the old site, with a few changes of plan. The four old boilers were repaired and left standing in their old positions, in a room provided with a concrete floor. The engine is a Corliss, taken from one of the company's old elevators, which was destroyed by a cyclone. The brick smokestack of the old Union, which was uninjured by the fire, has been used, but a new oil-room has been added. In the engine-room are located the feed water heater, boiler feed pump and also a fire pump for forcing water through the complete system of standpipe, with hose connections arranged for fighting fire, which, with the steamfitting, has been put in on the most approved systems.

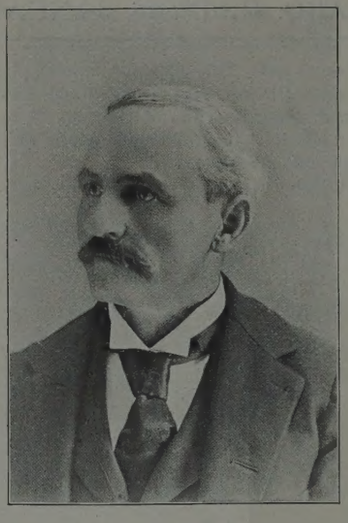
This power plant stands at the rear or river end of the deep-bin portion of the elevator. Power is taken from the engine for transmission into the elevator by a 16-foot sheave through a tower built for the purpose, which reaches up to the top of the deep-bin portion of the elevator. Here the power is taken by means of rope drives along the under side of the deep-bin roof to the cupola, where it is again in turn taken up for distribution by rope drives. Each of the machines in use in the various parts of the building are fitted with friction-clutch connections for taking or releasing power as desired while the line shaft is in full motion.

The main elevator stands back from the river front about 375 feet, with a series of railway tracks between. In order to handle grain to and from river craft, however, a river house, 48 feet wide by 60 feet long, has been constructed on a pile foundation. The main portion of this house is 24 feet wide, and contains three shipping and four sacking bins; and above the bins is a distributing floor and a small cupola, the latter being connected with the main house by a belt gallery standing on trestles to lift it above the railway tracks. The river house has, besides the bins and floors named, a lower main floor, and also a sub-floor with runways extending down to the guard piling, thus adjusting the house to the various stages of water in the river. The river house has also an elevator leg, reaching from the sub-floor to the top of the cupola, which is fitted with machinery to discharge grain into any of the bins or to the belt conveyor leading through the belt gallery to the main elevator. This latter belt is concentrated and has a capacity of 15,000 bushels per hour, working in either direction, so that grain may be taken by it from the elevator to the river house or vice versa. When working toward the river house, the belt discharges into any of the bins of that house. The latter has also three steel loading spouts with telescope extensions, which are operated by means of a boom, with wire rope tackle and winch, placed on the first floor.

The machinery for the entire plant was furnished by the Webster Manufacturing Company of Chicago. The covering of all the buildings is corrugated iron painted, while the roofs are tar-felt and gravel.

MILTON J. TIMBERLAKE.

The first day of the year which was recently celebrated in a more or less fitting manner in all parts of the civilized world is reputed to be the proper time at which to lay aside all the bad habits contracted during the previous twelve months and to make new resolves to fill the new year with virtuous deeds. The true historian, writing an account of the lives of



MILTON J. TIMBERLAKE.

the representatives of Chicago's grain houses, would be forced to admit that many of them do commit a few venial sins when crowded to it by fierce temptation. Some of them smoke. It might be possible for one or two of them to tell a slightly exaggerated story of a perhaps immense grain shipment. It has been reported that on more than one occasion a few of them, for the time being, have confined their drinking to beverages other than cold and sparkling water of Lake Michigan. Those are pardonable sins truly, from which the "poor miserable sinners," without doubt, "swear off" on the first to resume on the quiet on the second.

There is one traveling representative, however, whose friends allege that he has so few bad habits to abandon on the first of the year that he can't find enough to make a swear-off affidavit. This is Milton J. Timberlake, traveling representative for E. Seckel & Co. of Chicago. Mr. Timberlake is very popular through the districts which his territory embraces, and has made many friends since the time when he first commenced visiting the western shippers.

Milton J. Timbebrlake was born in Highland County, Ohio, May 3, 1842. He removed to Bellefontaine, Ohio, in 1853 and received his education in the schools of that place. After leaving school he taught for about a year, when he enlisted in the Forty-fifth Ohio Volunteer Infantry. He was with those troops which followed Morgan's when he swept through Ohio and Indiana on his famous and devastating raid. He suffered an accident at this time by his horse falling, but he did not allow it to force him to leave the service, and he served his country until the close of the war, and then in 1866 went to Lafayette, Ind. He was married at this place and engaged in the grain business under the firm name of M. J. Timberlake & Co. This firm carried on a very satisfactory business, but in July, 1896, he accepted a position with E. Seckel & Co. and has since represented that firm in Indiana, Illinois and Iowa.

Mr. Timberlake enjoys the privileges of a charming home life when not on the road; but like all experienced and cosmopolitan travelers, he is able to make his home wherever he happens to be.

MINNESOTA INSPECTOR'S REPORT.

A. C. Clausen, chief inspector of grain for Minnesota, has made his annual report to August 31, 1898, which was published in December. The inspections covered, for crop of 1897, 219,741 cars, of which 14,123 were corn, 15,781 oats, 4,746 rye, 6,573 barley, 11,411 flaxseed, and the balance wheat. The total number of cars inspected was, with two exceptions (crop of 1894, 250,805 cars, and of 1891, 221,546 cars), the largest in the history of the department.

The fee per car for inspection and weighing is 15 cents for each service.

There were held for reinspection 16,104 cars; and in 6,179 cases the grade was raised, in 338 lowered, and in 782 the dockage was changed; in all other cases the original inspection was confirmed. There were 41 cases of appeal, in 22 of which the inspector was sustained.

The number of cars arriving at the terminal points found in what might be termed "bad order" was 1,947, out of a total of 219,741. Of these, 682 were found not sealed, 532 with seals broken, 351 with end door open, 197 with side door open, 132 with leaky grain doors, 20 leaking at side of car, 26 leaky at end of car, seven leaking at center pin.

In the state there were 1,237 licensed elevators at interior points, operated under the supervision of the railroad and warehouse commission. Three new terminal points were established during the year: at Winona, Little Falls and Fergus Falls, but only at Little Falls was the inspection service put into operation, and even there it continued in use only from September to January, 1898, when it was discontinued by consent of all concerned.

DID NOT MANUFACTURE.

The Illinois Railroad and Warehouse Commission has decided that the East St. Louis independent elevators did not manufacture contract wheat for delivery on December contracts; or, at least, that they did not violate the law in regard to mixing.

The complaint was made to the Commission by the "longs," that they had heard that the Venice and Advance elevators, backing the "shorts," were manufacturing contract wheat by mixing different grades, which would be delivered to them on December contracts. Chas. S. Rannells, the member of the Commission in charge of the East St. Louis elevators, thereupon, after a visit to the houses, ordered the inspectors to inspect no grain into elevators which had previously been inspected out of the same elevator as of a different grade, or vice versa. The elevator men then demanded an investigation, which was held in St. Louis December 19, with the above stated result.

In speaking of the matter, Mr. Rannells, of the commission, is quoted as having said: "The complaints grew out of a misunderstanding of the facts in the case. The law was enacted to protect the public from dishonest warehousemen. Complaint was made to the board that wheat was being inspected out of general bins in the elevator, certificates for No. 3 wheat canceled and the same grain inspected into the same house as No. 2 wheat. This would have been a violation of the law, but we found that this wheat was out of special bins and was improved at the request of the owner, and after being ordered out was reinspected on track and ordered back into the elevator by a third person, which was clearly within the law. Attention, however, was called to the provisions of the act to prevent misunderstandings in the future."

THE IOWA-MISSOURI GRAIN DEALERS' UNION.

The Grain Dealers' Union of Southwestern Iowa and Northeastern Missouri met in quarterly session in the parlors of the New Summit Hotel, Creston, Iowa, on the afternoon of December 28. President D. Hunter of Hamburg called the meeting to order about 2:30, and Secretary G. A. Stibbens of Coburg kept the records.

In calling the assemblage to order, President Hunter said that while there were over 100 members of the Union, there were not probably over thirty present. He was sorry to see such a light attendance; but it seemed difficult to secure a full attendance, no matter where the meetings are held. When they were held at Council Bluffs, the members from the extreme east end of the territory seldom attended, and when meetings were held at Creston, the members from the west end of the district could not be got out. He said there was but little business that he knew of to come before the Union. There was no trouble that he knew of in the territory, but all was harmony when he called the meeting, and he expected it to take the nature of a peace jubilee. Since the meeting had been called he learned there was trouble at Cumberland, the extreme end of the Creston Northern, in Cass County. Here the dealers were engaged in a war, which was liable to draw the Rock Island Railroad into it, as the prices they were paying for grain at that point were drawing grain from points on the Rock Island. Unless the trouble can be fixed up, he said, the Rock Island would take it up itself in protection of dealers on its line. So in place of simply a peace jubilee they had business on their hands.

Secretary Stibbens then read the minutes of the last meeting, which were approved.

A general discussion of matters of interest to members was then called for. The president wanted to know if members thought the organization had been of benefit to them?

As the discussion did not open very promptly, Secretary Stibbens read a paper, which he had read before a meeting of grain dealers at Omaha, and which was published in the "American Elevator and Grain Trade" in its issue of September 15. The paper was given close attention and was well received.

In asking for discussion on matters of interest to members, the president advised that all should buy within a reasonable margin.

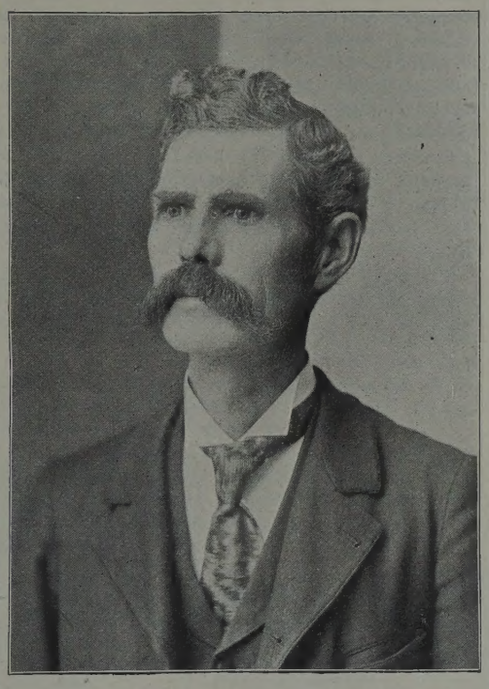
J. M. Bechtel, freight and passenger agent of the Iowa Division, C., B. & Q., stated that 40,000 bushels of corn were needed by feeders near Mt. Pleasant, and quite an amount was needed in a section of Missouri for feeding purposes. At Union Star feeders were paying 33½ cents per bushel. He reported conditions good all over the West Iowa Division, except at Ottumwa, where there was trouble. He said if this trouble was permitted to spread, it would hurt the grain dealers as well as the railroad. He said his company was doing all it could to assist legitimate grain dealers along its line. They were not encouraging shovel dealers, and allowed no cars to be used longer than 48 hours for loading, if they knew it.

Secretary Stibbens said where cars were used by scalpers in loading, longer than 48 hours, if members would report it to him, it would be looked up at once. If members did not report their grievances the Union could not be expected to help them. He believed all members were making some money now, and that outside of Cumberland the members were at peace. Some places members were not paying quite enough for grain, and some places they were paying too much. No dealer could afford to handle grain, in his opinion, on less than 2 cents profit. Every dealer should buy what was in his own territory; then he would have peace with his neighbors and earn a reasonable profit.

President Hunter thought there was more shrinkage on grain bought at 30 cents per bushel than at 15 cents, and that dealers should buy with a better margin of profit.

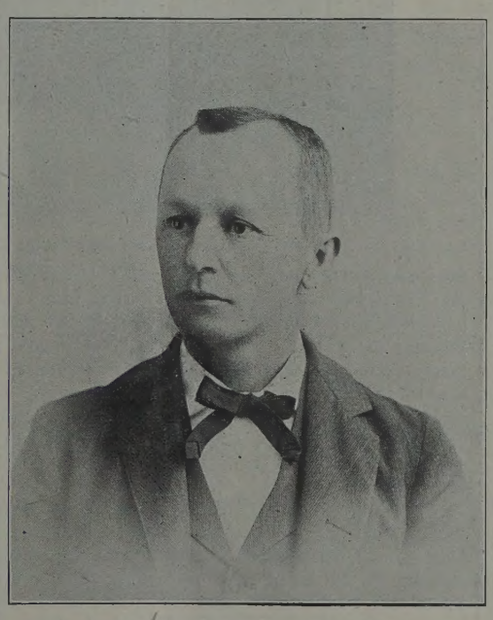
A letter was then read by the secretary from W. C. Bayles of Mt. Pleasant, Iowa, who keenly regretted his inability to be present at the meeting, on account of business engagements.

Letters were also read by the Secretary from Thos. P. Baxter of Taylorville, Ill., and Forrester Bros., St. Louis, expressing regrets at not being able to be present; also one from J. H. Hulbert of Cumberland, regarding the trouble at that station, showing that the three dealers there were engaged in an interesting and costly fight.



PRESIDENT D. HUNTER, HAMBURG, IOWA.

Division Freight Agent Bechtel said that the condition at Cumberland was disturbing seven or eight stations on the Rock Island Railroad. The territory was the best corn country in the state. It was drawing corn from Rock Island stations and it had become a serious matter. The Rock Island had notified the "Q." that the trouble had got to be declared off. It was a serious matter from a railroad as well as grain dealers' standpoint. If the Rock Island put in a reduced rate to dealers on its line in competition with Cumberland, no one could guess what might happen. He hoped the trouble would be settled. His road did not want the Rock Island's business. They were treating them fairly. It was better to have the rates maintained than to have them demoralized; when the latter was the case no man knew what his competitor was paying.



SECRETARY G. A. STIBBENS, COBURG, IOWA.

President Hunter thought if the Rock Island should take up the trouble it would be a detriment to many dealers in competing territory.

Mr. Hulbert did not want the matter discussed until the other dealers of Cumberland were present, and they were expected in the evening.

W. Dougherty of Hawthorne asked if there was any arrangement whereby all dealers could buy on an equal margin. He was in competition with dealers not members of the Union, and in order to get along they had been pooling their business. Another adjacent dealer was paying too much for grain. He began by buying on a 2-cent margin; later on 1½ cents; still later on 1 cent, and he didn't know how soon he would be paying a premium for grain above the market. He would like to see a stated, equal, agreed-upon commission for all dealers.

Secretary Stibbens thought that no uniform price could be established for all to buy on; every dealer ought to buy on a margin which would yield him a profit, and he did not believe that could be done on less than 2 cents.

J. R. Graham of Hastings said he had bought on a margin of ¾ of a cent, in competition with feeders, but with shortage and shrinkage that could not be done profitably. He wanted shrinkage to be uniform, not 12 pounds in one car and 12 bushels in another. When scales were properly balanced and he weighed a car and it was sealed and weighed in six or seven bushels short, he couldn't understand it. He couldn't see why it should lose 300 pounds in weight in shipment. He thought there should be some intermediate party between dealer and commission house to regulate the shrinkage uniformly.

Quite an exchange of views followed, on dealers bucking feeders on the price of corn, and on the question of shrinkage of cars between dealer and commission house; and the general opinion prevailed that dealers should work in harmony with local feeders and let them have what grain they needed at the buying figure. Various reasons were given for shortage. Mr. Bechtel said not one claim was put in for shortage now where there were 100 fifteen years ago. He said the railroad tried to have the cooperage of cars perfect. Some thought much grain was lost in transportation, and by switching in the yards; others that the variation of cars was caused by the shut-off in the hoppers being worked carelessly—what was taken from one car was added to another, but it evened up in the end. Mr. Bechtel thought weather conditions and seasoning of cars had something to do with weights varying.

President Hunter asked the experience of members with the revenue stamp on grain checks. It was claimed that all were subject to the revenue tax. Varying experiences were related. Some banks paid the grain checks without stamps on them, and received a check once a day for them. Others used them in the nature of receipts, and used no stamps. The general impression prevailed that where tickets as to weights were simply given, no stamps were needed; but where tickets were given for amount of grain at stated price, on which money was received, each should be stamped.

At the evening session the Secretary took occasion to say to the members of the Union that he was considerably elated over the growth of the Union. From fifteen members it had grown to its present membership of 100. He said the situation is this: Keep the trade in the same condition as it is to-day; this can be done, if the officers have the hearty support of the dealers in the territory, and all are interested as dealers in doing so.

At the evening meeting two of the interested dealers from Cumberland were present, and the trouble at that point was submitted to a committee, who, after consultation with the interested dealers, reported to the Union that the trouble at that point had been amicably settled to the satisfaction of the two dealers present, but that one of the dealers was not present. The President

agreed to visit the territory on the following day and try to settle the trouble if possible; and the Cumberland matter was thus disposed of.

John R. Giles of Lenox complained that parties at Kent, a station next to him, were not living up to the rules of the Union, and that it affected his business. Two of the Kent dealers were present, and all were got together and agreed upon a margin at which they should buy, and a member of the Union was delegated to visit the station the following morning to arrange for a settlement of the difficulty.

A. Pierson of Orient complained of not being able to get grain enough. He thought that if all dealers would live up to their agreements it would be better for all. He favored putting up a forfeit when agreements were made. He complained that dealers at Spaulding were paying more for grain than they were able to, which drew it from his territory.

Mr. Rose of Coin said that the Union did not have money to keep a man on the road all the time to fix up matters, but that if dealers would notify the officers as soon as trouble occurred, they would go at once and fix it up.

The President told how he had straightened out troubles at Cromwell, Kent and Lenox.

The Secretary made the statement that the Union should bear with the brokers kindly, as they reported less trouble with Southwestern Iowa dealers than any they do business with.

It was stated by D. P. Dunlap of Fontanelle that Massena was paying too much for grain; also that some commission houses were sending bids to storekeepers, doctors and others, and when complained to they "didn't know it was loaded."

Mr. Reichart of Cumberland said some scoop-shovel men were sending out quotations over that territory. The Union was organized for the benefit of elevator men. Where a man had $7,000 invested in elevators, etc., he didn't think it right for another man to come in with less than $500 investment and demand one-third of the business.

A motion prevailed that the next annual meeting be held at Council Bluffs, March 22, 1899.

The expression was unanimous that members should buy on a margin of not less than 2 cents when grain was above 25 cents.

The meeting then adjourned.

Those present at the meeting, as noted by our reporter, were as follows:

D. Hunter, Hamburg, President.

G. A. Stibbens, Coburg, secretary; E. H. Van Schioack, Elliott; J. Gault, Creston; Warren Riggs, Kent; W. H. Habor, Henderson; J. R. Graham, Hastings; F. M. Campbell, Randolph; T. R. Loman and W. H. Rowe, New Market; Ed. F. Rose, Coin; I. W. Shambaugh, Clarinda; J. A. Kykle, Shenandoah; W. Daugherty, Hawthorne; J. H. Hulbert, Fontanelle; J. B. Samuels, Riverton; G. H. Currier, Prescott; E. E. Hundley, representing Brinson Judd Grain Co., St. Louis; G. M. Gwynn, Essex; J. R. Harris, Northboro; M. Hennessy and G. A. Pierson, Orient; D. N. Dunlap, Fontanelle; J. W. Sexton, Bridgewater; E. Reichart, Cumberland; John R. Giles, Lenox; Frank Taylor, of Petrie & Taylor, Kent; H. L. Ketchum, representing E. F. Catlin & Co., St. Louis; C. M. Boynton, Creston, representing Harris & Co., Chicago; J. M. Bechtel, division freight and passenger agent of the C., B. & Q., Burlington.

VESSELS FOR GRAIN STORAGE.

All the grain carriers in port at Superior-Duluth are being chartered for grain storage this winter. To say nothing of the scarcity of cars and the consequent accumulation of grain in the elevators, the vessel charges, where no insurance has to be paid, are cheaper than the combined elevator and insurance rates, the vessel rate being about 3¼ cents for the winter. The great steamer McDougall has 250,000 bushels of wheat on board, while several whalebacks and other carriers in port have, or soon will have, in their holds about 1,000,000 bushels of wheat all told.

A FARMERS' ELEVATOR.

The elevator shown in our picture herewith is the property of The Farmers' Elevator Company, organized with a capital of $20,000 by the farmers living in the vicinity of Kingfisher, Oklahoma. Unlike some farmers' companies, the present parties did not invite a country carpenter to build them an elevator, but employed an experienced elevator engineer and contractor, W. W. Lockwood, of Winfield, Kans., who made the plans and constructed the house, which he delivered to his clients complete and ready to operate. As will be seen by the description following, the elevator is very well designed for easy operation, is provided with all modern machinery for a house of that size and purpose, and was very moderate in its cost. It is unique in some ways, and is considered one of the best country elevators on the Rock Island Route.

The main building is 32x34 feet on its foundations, and 30 feet high, with cupola 10x32 feet in size, 18 feet high. The dump house is 12 feet wide and 26 feet long, adjoining which is the office and the power house, each 10x16 feet in size. The basement under the central portion of the main building is divided into three steps, or compartments of unequal depths. The first is on the side nearest the car track, which is eight feet deep; the central space is fifteen feet deep, while the section next the dump is twenty feet deep. There are two elevator boots, one in each of the second and third pits named.

The dump is fitted with automatic dump locks, and in each of the dump-logs an automatic wagon block is fixed, which automatically blocks the wheels as soon as the latter pass over them. Under this dump is a 100-bushel hopper scale, into which the grain falls from the wagon. The scale beam is located in the partition separating the office from the dump, and is graduated on both sides so that the weight may be read by the farmer unloading at the dump as well as by the weighmaster in the office, the readings being in bushels and pounds for all kinds of grain likely to be handled in that section of the country, thus doing away with all figuring to find bushels from a total weight in pounds. Below the hopper scale is a double pit having a switch by which the load from the scale may be dumped to either side, the opening of the scale being sufficiently large to discharge a load of 100 bushels in ten seconds. There is also a loading-out scale of 500-bushel capacity, located next the track side of the elevator, and above this scale is a catch-bin of about the same capacity.

There are eight large bins and five smaller ones in the main building, and two more over the dump. All of these are arranged to spout to either of the elevator boots, while each elevator head is provided with distributing spouts to conduct grain to any bin in the building. All turn-spouts, as well as all bin throttles and friction clutch levers, are operated and controlled from the working floor of the house.

A No. 36 Barnard & Leas Mfg. Co.'s Special Separator stands on the first floor, and is arranged to receive grain from the two bins above it and to drop the cleaned grain to either of the elevator booths, whence it is elevated to the catch-bin above the loading-out scale, or to the hopper scale, or it may be sent to the cars directly from the elevator head.

Besides the arrangement of the hopper scale under the dump, which is a novelty in elevator construction, this house contains some other noteworthy features. One of these which should be mentioned, not so much because it is novel in idea, perhaps, as because it is unusual, is the construction of the bearings of the elevator heads. Though often advised, yet seldom seen in practice, the elevators in this house stand on their own foundations, and are independent of the building. The heads are made from heavy lumber, and are entirely self-contained. The boxing is of a peculiar construction, made specially for elevator service, by the engineer, W. W. Lockwood, and secured to the elevator heads. The bearings being also adjustable in all directions and self-aligning, the shaft may be lined up while in motion by means of set screws provided for that purpose.

The power used is a 16-horse power gasoline engine, built by Fairbanks, Morse & Co., Chicago. The entire cost of the house complete and ready to operate was only $6,500.

FARMERS' ELEVATOR AT KINGFISHER, OKLAHOMA.

The Chamber of Commerce at Quincy, Ill., has taken up the Maize Propaganda's movement on behalf of the Paris Exposition Corn Kitchen, and has issued a circular calling the attention of business organizations and official bodies to the movement, asking their coöperation in bringing pressure to bear on the legislatures in session this winter to make appropriations in aid of the kitchen.

SOME OF THE TRIALS AND PLEASURES OF A TRAVELING SOLICITOR.

[A paper read at the annual meeting of the Kansas Grain Dealers' Association held at Topeka, on January 11-12, 1899, by W. S. Washer, of Elevator A, Atchison, Kansas.]

Many of you gentlemen who are accustomed to sit in your offices and receive, with more or less patience, the periodical calls of the traveling solicitors, or buyers, for your receiving firms, are, no doubt, of the opinion that the former part of my subject is a dead letter, and that the trials of traveling grain men are too few to mention. But allow me to assure you that such is not the case—even we have "troubles of our own."

Pleasures there are many, it is true. It is a pleasure to me to sit in this great meeting of Kansas Grain Dealers and note the interest manifested by the members in the work of this Association. It is a pleasure to hear your officers tell of the good that has been accomplished in the past; of the work being done at present, and of their hopes for the future.

We have to look back but a few years to realize that previous to the organization of this Association the grain business of the state of Kansas was seemingly in a hopelessly chaotic condition. Local dissensions and fights were destroying the ambitious and emptying the pocketbooks of dealers in every section of the state. Impecunious scalpers with stupendous investments (?) in scoop shovels were enjoying themselves, when crops were good, at the expense of the regular trade. But now all is changed. From that mighty chaos order has been evolved, and thanks to the unflagging energies of the worthy Secretary of this Association and of its officers and directors, the grain business of this state is in a better condition to-day than ever before in its history. Not only is the effect noticeable here, but our neighboring states have organizations, doing a like work in their several communities.

You may fail to see wherein this benefits a traveling buyer of grain; but it is much in evidence. The reception he gets is much more cordial and less tinged with frost, when things are running smoothly, than when the business affairs of his customers are in a disordered and precarious condition.

But, speaking of the pleasures of traveling solicitors, it is a pleasure to go into the office of a country customer and to have him pat you on the back and tell you what a good fellow you are, when he's just sold 10,000 or 20,000 to your competitor!

In the eyes of the ordinary country shipper, the representative of his receiving house is the sole responsible party for everything that occurs between the date of shipment of a carload of grain and the final balancing of accounts. If the bookkeeper makes an error in addition or price (in favor of the receiver); if accounts of sales are slow in coming, or if checks to balance don't arrive on time, then your pleasure-loving solicitor is enlightened by stories of the general goodfornothingness of the house for which he works.

You walk into the office of Mr. K. of Kayville, expecting to have a pleasant chat and wait for the next train. As soon as he sees you the mercury drops 20 degrees. He dives furiously into an envelop bearing the card of your house and brings forth a yellow ticket. "Young man, look at that." Inspection certificate—"No Grade Corn, Full of Snow and Ice." (There were only a few bushels of snow in the car, and that was dry.) "Well, what are you going to do about it?" "Don't see that we can do anything about it. There is your state inspection certificate and that's what we have to go by." "State inspection be hanged! Young man, don't you talk state inspection to me. You fellows own that inspection department, and you know it." Instead of waiting for that train, you drive out of Kayville and catch the train at the next station.

Then there is that pleasant, affable gentleman who has had a small shortage of forty bushels or so on a car. He knows that car was not short, for he weighed it—with a tapeline—just before it left the station. He entertains you with vows of eternal friendship—for your competitor.

Some might say that these are trials. But, oh, no, they're just pleasures to us! And it is a pleasure to us to note this same short weight man when his car overruns a small matter of 40 bushels or so. It is a pleasure, I say, when you have called his attention to the fact, to note the ease and grace, the frankness and free openheartedness with which he acknowledges his error and guesses he really did put six hundred and forty bushels in that car after all.

I shall never forget the most original complaint of a country customer who had received an inspection certificate for No. 3 corn. He wrote: "Letter received, with inspection certificate inclosed. I know that corn was No. 2, yet all the redress I have is to sit here and gaze at the picture of Gov. Leedy on the inspection certificate, and suffer a dockage of one cent per bushel."

So you see from these few experiences in the life of a traveling solicitor that the lives of those who timidly request "just a share of your business" are filled to the brim with pleasures. Trials there are none. In traveling over these rolling Kansas prairies, we must gain inspiration from every scene so as to turn up smiling, happy and ready for business at the next station. But I would humbly suggest to you that you handle us as carefully as you can, for we are but mortal, like yourselves, and may die sometime—from excess of pleasure.

I am sure that many of us are sincerely interested in the progress of this Association; and that it may go successfully on in its good work, quelling dissension and fostering uprightness and business integrity among its members, receivers and shippers alike, is the earnest wish of one traveling solicitor, at least.

FLAXSEED.

Flaxseed advanced during December to $1.19 for No. 1 Northwestern, closing the year at top prices. The demand is active for crushing. Receipts have been liberal, but offerings on the open market have been restricted.

Van Deusen-Harrington Co.'s (Duluth) latest estimate of seed yet to come forward on December 12 was 2,989,980 bushels. This estimate was based on advices from 459 points.

The American Linseed Oil Company has absorbed the Archer plant at St. Paul, the largest independent plant in the Northwest. The only other independent in the Northwest is that of Leffingwell Bros. of Fargo. The strongest opposition now outside the American is Wright and Hill at Chicago and Spencer Kellogg of Buffalo. The latter, with an elevator at Duluth and an elevator and sixty presses at Buffalo, is believed to be in a position to stand any kind of competition.

BUSY AT PORTLAND, ME.

Portland, Me., has been very busy this winter, there having been twenty-four steamers in the port during the six weeks ending with the third week of December, while the trunk lines of railway have been crowded for terminal room. Now it is rumored that the Canadian Pacific road is about to buy terminal lands on the South Portland shore, upon which docks and a large grain elevator will be built.

NEW ELEVATORS AT THE HEAD OF THE LAKES.

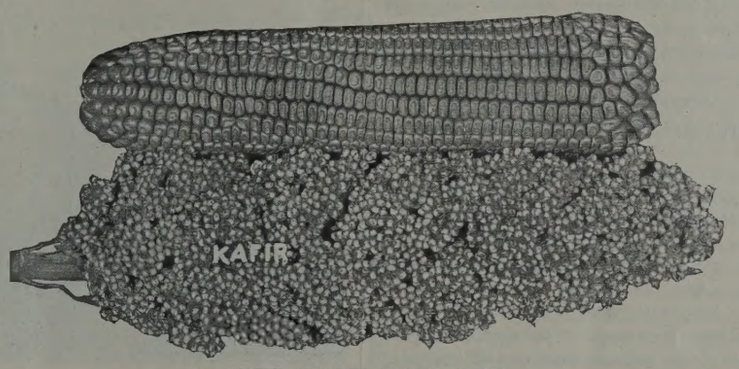
President M. J. Forbes of the Consolidated Elevator Company of Duluth, on his return about Christmas from New York, where he had attended the annual meeting of that company, announced in Duluth that while his company would not now build any additional elevators in that city, it would enlarge Elevator E by erecting an addition 179 feet in length and put in a more extensive power plant. This will add considerable storage room to the company's present capacity of 11,000,000 bushels.

To the Superior side of the bay, however, rumor is more kind, having allotted to that terminal three new houses, increasing the storage capacity by 5,000,000 bushels. One of these houses, to hold 3,000,000 bushels, is to be built, as previously noticed here, by the Great Northern Railway; another, to hold 1,000,000 bushels, rumor says, will be built by the Amenia and Sharon Land Company; and the third, it is said, by the Spencer Kellogg Co. of Buffalo.

THE KANSAS FARMERS' CORNS.

The product of Indian corn in Kansas, according to Secretary Coburn of the State Board of Agriculture, was for the past four years 700,500,000 bushels, valued at $136,000,000. The product of Kaffir corn and other sorghums for the same four years was 10,050,000 tons, valued at $29,000,000.

Secretary Coburn is a Kansas corn enthusiast. In publishing the above picture and statistics of all farm products for 1898, he adds: "Kansas is a corn orchard packed with grasses. Nowhere else do corn and grass grow in greater opulence. In such a region, with such an environment, the hog and his colleague, the beef steer, are twin alchemists who transmute these bulkier products into gold and silver wherewith to buy better homes, added lands, luxury and leisure."



THESE ARE THE KANSAS CORNS.

Secretary Coburn estimates the total value of Kansas farm products for 1898 at $151,923,823, and of live stock $113,227,933, or a grand total of $265,151,756. This is an increase over 1897 of $34,741,602.

THE BROOM CORN CORNER.

The broom corn corner mentioned last month has been a complete success, both in Illinois and in Kansas, these two states growing 27,800,000 pounds, out of a total of 33,400,000 pounds, making the 1898 crop.

The brush started in for the season at $40 to $60, but soon reached to $75 and $100. Dwarf corn has been especially high, and it is anticipated it will sell at $125 to $150 in Chicago before new corn comes in.

The corn is practically all out of the farmers' hands, and was before the bulge came. Some few last lots in Coles County, Illinois, are reported to have brought the farmer as high as $115, but only a few farmers realized above $40 to $60.

Quite a number of boys were arrested and fined at Duluth and Superior during the past six weeks for stealing grain from cars, which they tapped with an auger through the bottom.

A SCREENINGS CORNER.

Minneapolis distinguished herself by a new and novel "corner" during the past month, which caused quite a commotion in certain circles. Until the past year or two elevator and mill offals in the shape of screenings, shrunken and broken kernels, etc., were practically worthless. In 1897 this waste was sold to the South St. Paul and Brighton stock yards at from $2.00 to $3.50 a ton. The cheapness of the stuff and its abundance at Minneapolis were instrumental in building up a large feeding interest at the stock yards, particularly of sheep, which were brought in from the western ranges and wintered at the yards on the screenings.

During the spring of 1898, however, a few commission men, it is said, began to get hold of the supply of screenings through contracts with the mill and elevator owners, and pushed the price up to $4 per ton. Then during November, when about 250,000 sheep were in the feeding yards, the price was again boosted, and by the middle of December it had reached $8.50 a ton. At this price it would cost about $2 per head to feed sheep through the winter, and that would mean bankruptcy to the stockmen.

When the price of screenings reached $8.50 per ton, the St. Paul Chamber of Commerce took official notice of the corner, Gen. Mark D. Fowler presenting the case of the stockmen to that body. From his statement it appears that the feeding industry has grown from 20,000 sheep at the beginning to a maximum of 400,000 sheep; and he added that the corner threatened the ruin of the industry. A committee was appointed to interview the millers and elevator men on behalf of the stockmen.

SHORTAGES AT DULUTH.

The shortage nuisance has taken a new development at Duluth. The recent complaints of shortage there have been numerous, and while the individual claims have not been large, though great enough to be annoying, yet the aggregate has been quite considerable. The losses have occurred on all the roads, but particularly from the cars of the Northern Pacific Railroad. This road, therefore, went to work on its own account to find the cause; and the company's detective believes he has got at the root of the matter.

The officer's investigations disclosed the fact that certain railway employes have been in the habit of selling the right to sweep out the empty wheat cars to non-employes of the road, who recouped themselves and made their profits by the sale of the grain swept out of the cars. Naturally the more grain left in the cars for the sweepers the larger would be their profits, and the more they could and would pay for their privilege. The Northern Pacific Company's detective does not say he found it so, but he entertains the suspicion that the railway's employes who have been selling the sweeping privilege have also been in the habit of increasing the value of the privilege by leaving liberal quantities of wheat in the cars for the sweepers that should have gone into the elevator. He found in point of fact that any number of wheat cars had been run out from the elevators as empty, which contained from four to six or even more bushels of good wheat. This grain fell as a perquisite to the sweepers, who have been selling it at 45 cents a bushel as a minimum. It is said that the amount realized by some of the employes and sweepers from their sales of sweepings has run as high as $15 to $20 per day.

The practice had become well established—so much so that when, in the pursuance of his duty in the premises, the detective undertook to make some arrests, a large crowd of the sweepers gathered around him armed with clubs and coupling pins and told him that if he attempted to arrest any of them they would "smash him;" that they had paid for the privilege of sweeping the cars, and that he had better get out. Having in mind the old saw about discretion being the better part of valor, the agent left, and applied to the chief of police for aid, by whom two policemen were detailed to go to the yards with Mr. Baker to help him make arrests. Several sweepers were secured, who were subsequently found guilty of trespass and fined $5 and costs each, the fines being promptly paid.

PEARSON & HAYTON'S ELEVATOR

Pierson, Iowa, is one of the busy villages of the northwestern part of what has in the last few years become the great corn state of the world. In that part of the country utility counts for more than anything else in all business structures, and our illustration of the elevator of Pearson & Hayton, at Pierson, is, therefore, a picture of an elevator built for use without unnecessary "trimmin's" of any sort. In size it is 24x66 feet, and 24 feet high to the eaves, with cupola 12x18 feet in size and 12 feet high. The driveway and dump annex is 12x42 feet in size and contains two dumps. The engine house is 12x42 feet in size.

The capacity of the elevator is 24,000 bushels, the building being divided into 16 bins, with a reserved floor space of 20x24 feet for a Dickey Suction Cleaner and 7-horse power Universal Grinder. There are two stands of elevators, one with 6x11-inch cups, to carry grain from the dumps, and one with 5x8-inch cups to take grain from the cleaner. There are also two screw conveyors, one 30 feet long to move grain from the cupola to the east end of the elevator, and one 40 feet long under the ground floor to bring

PEARSON & HAYTON'S ELEVATOR.

the grain from the east end of the elevator to the elevator stand for loading into cars.

Our picture shows the engine house as equipped with a steam engine, but since the photograph was taken the owners have abandoned steam and put in a 12-horse power gasoline engine built by the Davis Gasoline Engine Company of Waterloo, Iowa, which works like a charm.

Pearson & Hayton, besides handling grain, being one of three firms of buyers in Pierson, are doing a good business in flour, feed and coal.

THE TOLEDO ELEVATOR INSURANCE.

The appraisers of the Union Elevator loss at Toledo reported on December 19, placing the loss at $105,000, or $26,000 less than the insurance and $10,000 less than the bonded indebtedness. The stockholders will lose their entire investment. The only item of salvage reported is the boiler house smokestack, estimated to be worth $2,000. The report is very unsatisfactory to the stockholders, who had expected all of the total amount insured for. It does not appear that the appraisement will be contested in the courts. The present company will not rebuild the elevator.

The report puts a new face on the suit brought against the elevator company by relatives of victims of the fire. The company has no assets, and only one of the shareholders is in a position to meet any judgment that may be given against individuals, and he was in fact interested in the company to the extent of a few shares only, so that it is difficult to see how a judgment for damages could be collected.

THE GOVERNMENT CROP REPORT.

In his annual report to the Secretary of Agriculture, Mr. Hyde, statistician of the department, explains that in reorganizing the crop report division of his bureau he increased the number of his state agents during the past year from 20 to 41 and considerably enlarged his corps of voluntary observers. For the purpose of still further improving the source, he recommends the appointment of five traveling inspectors, whose duties shall include the periodic visitation of state and county agents, and who shall visit the principal agricultural regions after seedtime and during critical periods of the growing season, and finally, after harvest, and report the results of their observations to the statistician, which would not be a bad job for an "observer" who likes traveling.

He also reports that he has been able to stop all leaks of information contained in forthcoming reports in advance of publication, by the adoption of methods in the handling of the returns of observers which make it absolutely impossible for any person to anticipate the final official figures.

BUFFALO'S GRAIN BUSINESS.

Buffalo's grain receipts during the last navigation season to December 1, 1898, were the greatest on record, beating the previous year (1897) by a margin of 11,200,000 bushels. The total receipts by water were 211,236,000 bushels, not including the grain brought to the city by rail. For 20 years 1878 to 1897 inclusive, the total of receipts of grain by lakes at Buffalo was 1,932,967,568 bushels, or an average of 96,643,378 bushels per season. The following table gives the total receipts of various kinds of grain by lakes from the opening of navigation to December 15:

Wheat, bu	81,194,260
Corn, bu	69,281,428
Oats, bu	45,851,594
Barley, bu	11,499,593
Rye, bu	6,726,896
Flaxseed, bu	5,628,566
Malt, bags	497,086
Seed, bags	533

At that date, the elevators were all full, and more than 6,000,000 bushels of grain were afloat in the harbor, the grain blockade having begun as soon as the Erie canal closed for the season; and the flood of grain had not ceased, but was coming in at the rate of a million bushels per day, though the boats were going in but slowly through the ice drift. The blockade was raised about January 1, so far as the elevators were concerned, though about 1,000,000 bushels were held for winter storage.

The season was not a profitable one, either for the elevators or for the vesselmen. The famous "Buffalo Elevator Pool" went to pieces of its own weight before navigation opened, and was not revived. In consequence the elevators equipped to do business on modern lines, and there are only a few in the port, did practically all the business. Blockades, therefore, were frequent all through the season, growing more serious as the season advanced and the new wheat began to flow toward tidewater, culminating at the close of the season in the worst blockade known for many years. These delays, accompanied, as they were, by the lowest freight rates on record, made the season a bad one for the vesselmen.

The conspicuous features of the year were the decline in Erie canal business and the marked increase of a rail business from Buffalo to tidewater. The blockades have done their part to emphasize the demand in Buffalo for a continuation of the work on the enlargement of the canal.

The final figures for the Erie canal business for the season (bushels of grain carried and number of boats cleared) are given by "Greater Buffalo" as follows, compared with five previous years:

	Grain.	Boats.
1898	24,425,458	4,141
1897	26,151,410	4,609
1896	36,143,063	5,876
1895	20,236,114	4,546
1894	48,428,521	6,621
1893	48,042,715	7,725

THE WORK OF THE KANSAS ASSOCIATION.

[Annual report of E. J. Smiley, secretary of the Kansas Grain Dealers' Association, submitted at the annual meeting of said Association held at Topeka, Jan. 11-12, 1899.]

It becomes my duty under our constitution to submit to you at our annual meetings the work accomplished for the past year. One year ago the first annual meeting of the Kansas Grain Dealers' Association was held in Topeka. There were present at that meeting about 90 dealers, members of our Association. We then had a membership of 167. At that time comparatively few of the grain dealers south of the Kansas River were members of our Association. To-day we have a membership of 400, embracing all parts of the state. We have added to our membership during the year just past 235 new members, and practically the whole state is now represented by our membership. I think you will agree with me when I say the Kansas Grain Dealers' Association is to be congratulated on its phenomenal growth in one short year; yet there are nearly 200 dealers in the state who are not members of the Association; but I am of the firm belief that if the Association will follow up the aggressive reforms that have been inaugurated in the past year, practically all of the dealers will fully realize the benefits to be derived from organization and gladly give us their financial and moral support.

I receive letters from non-members of our Association telling me they cannot see any good in organization, etc., but they assure me that as soon as I can show them where they would be benefited by organization, they would willingly come into the organization and help support it. To this class I say, with few exceptions, you are receiving the benefits of organization in several ways. As a rule these fellows want you to guarantee them on an investment of $3 at least 300 per cent profit the first month, but it is not justice to those now in the Association who have put up their money without question, for me to spend my energies and time and the money of the Association to show these people what can or cannot be accomplished by organization. I am perfectly willing at any time to do work of this kind when it will fall in with other work with no additional expense. It does certainly seem strange that a business as large as the country grain dealer's business will not justify the expenditure of $10 or $12 per annum in the way of insurance, when you might say that every week they will give it away on a few wagonloads of grain--needlessly, if they would work to the other end: Some of you will ask, "How do you expect to put a stop to this?" In this way: Treat your competitor as you would like to be treated. Don't endeavor to purchase all the grain in sight and deprive him of a living, but divide receipts with him; and I can assure you that if you adopt this plan and live up to it, you will have less worry and a good profit in the business.

I will now attempt to explain what has been accomplished during the past year through the Association. At the time I accepted the position for a second term, I was ordered by the Board of Directors to put in as much of my time as possible visiting the dealers throughout the state for the purpose of securing their support, both moral and financial; and, second, for the purpose of placing the grain trade once more upon a paying basis. My first effort was to thoroughly organize the territory along the Central Branch Railroad in the northern part of the state. The dealers in that section took very kindly to the plan proposed, and now practically every dealer on this system is a member of the organization; for you will notice by the latest membership list that we have 56 members on this line of railroad. At this time the idea suggested itself to me that it would be well to call the dealers who come into competition with one another together at some central point, and have them become better acquainted, thinking that in this way the rivalry among dealers in the different country towns could be avoided. After securing the applications of all the dealers on the Solomon Branch of the U. P. R. R. between Beloit and Solomon, I called the first meeting at Minneapolis. I think every grain dealer on the road was present at this meeting, and it was indeed gratifying to see what could be accomplished at a meeting of this kind. The farmer, always awake to his own interest, when asking the dealer to make him a price on his product and receiving the reply, would almost invariably say, "Why, wheat is worth a cent more at A, and as the distance is no greater to A than this town, I will haul the rest of my wheat to B. & Co. at A." Although the dealer fully realizes that he has offered the farmer more than the grain is worth, he listens to his story, and before Mr. Farmer has left the town he has purchased the balance of his wheat at the price the farmer has reported being paid in the other towns, and that, of course, as you all know, is known by every farmer for miles around. This, gentlemen, is not an exceptional case, but one that is occurring all over the state almost daily. I visited a town a short time ago, and while in conversation with the dealer a farmer came into his office and asked him what wheat was worth. The dealer promptly quoted him Chicago price that day for contract wheat, and Mr. Farmer as promptly came back (more from force of habit than anything else), that wheat was worth a cent more over at the other town six or seven miles distant. The dealer told him that he quoted him Chicago price, and was not paying the price mentioned. Notwithstanding, the farmer left the office declaring that he could sell his wheat at the price mentioned and would haul it to the other town. I often think that if the regular grain dealers would protect each other's interests (and by so doing protect their own) as zealously as the farmers do their interests, they would have more to show for their labor at the close of each year.

These local meetings have been a success from the start, and, as you know, meetings of this kind are being held all over the state. About the 1st of August I made an effort to organize the southern part of the state. I visited all the towns on the Missouri Pacific west from Coffeyville to Conway Springs and secured the applications of most of the dealers and then secured the names of the dealers on the Santa Fe in that territory, and shortly after called a meeting at Wellington. I had written some 60 dealers personal letters, requesting them to be present and expected on my arrival in Wellington to find a good attendance; but imagine my disappointment on my arrival to find only six present, and three of them residents of the town. Although somewhat discouraged, I took the Santa Fe train west the next morning and put in about two weeks' time in the territory west and south of Wellington, calling on the dealers, explaining to them the object of the organization and the benefits to be derived, and secured the application of every dealer in that territory. I then called another meeting at Wellington, where we had fifty-five dealers present, and had an enthusiastic meeting; and to-day every regular dealer in the banner wheat counties of Sumner and Harper are members of our organization. I consider it essential to the growth of the organization that these meetings be kept up, as in this way and no other can we keep up the interest. Our constitution now provides for meetings to be held quarterly. I am satisfied that it will be impossible to secure a good attendance of our members at each quarterly meeting, and I would suggest a change in the constitution, and instead of having quarterly meetings to hold semi-annual meetings and then keep up these local meetings, having them meet at least every sixty days. The majority of the dealers do not care to lose two or three days' time in attending these general meetings, if held quarterly; and again, they are not as free to express an opinion in a general meeting of this kind as they are in their own neighborhood where they are better acquainted.

Now, what has become of the scalpers? We still have them in this state, but I wish to assure you that we have only one now where we had ten one year ago. What is a scalper and how do you define the word, is a question that has been asked me numbers of times the past year. My definition is a specimen of humanity posing as a grain dealer who has no financial rating or facilities for handling grain other than a scoop-shovel; or a man with a good financial rating and a member of the Kansas City Board of Trade. The former, with few exceptions, we can handle; the latter, handling his own grain at terminal markets, is the one we will be compelled to guard against. Of the former, we have comparatively few in the state of Kansas to-day, for the reason that practically all of the receivers at terminal points refuse to furnish them prices and quotations, and track bidders for grain refuse to bid them. On the Central Branch Railroad to-day we have only one, and two years ago there was hardly a station but what had from one to three. It remains for the local dealers in a town to say whether the scalper will stay to bother them or not. If he will secure the name of the receiver that is handling this business and will advise me, I will promptly take it up with the receiver, and unless he will drop him, it becomes my duty under our constitution to notify each and every one of our members, and the receiver, being aware of this and appreciating the regular trade, will advise the scalper that his business is not desirable, and he will soon engage in some other business. I find that if this class of trade does not secure bids daily, offering them a price, their track, they will soon give up the business. I attribute this to the small amount of capital they have to work on and the small margins on which they handle grain.

Now, the scalper who operates under the garb of a member of the Kansas City Board of Trade is another proposition and one that we, as grain dealers, must solve. It would naturally appear to the country grain shipper that the members of the Kansas City Board of Trade would refuse to admit to membership any individual or concern that would buy direct from the producer without erecting and maintaining facilities for the handling of grain in the country. But, unfortunately, it appears that such is not the case. The man that erects proper facilities for handling grain in the country and remains there throughout the entire year, or maintains an agent to handle the grain offered him, whether he be a member of the Kansas City Board of Trade or of the Kansas Grain Dealers' Association, of this class I have nothing to say. But the class that shows up during a good crop year, and when there is a full movement of grain, but just as soon as farm deliveries fall short haul in their muslin sheet and scoop-shovel, is the class the country shipper desires to be rid of. He pays no taxes, is of no benefit to a city or town where he is doing business, and disturbs the trade generally. How shall we get rid of them? I would like to hear the question discussed before we adjourn this meeting.

Again, during the past year we have secured better cars for the transportation of grain than ever before; and especially is this true of the Union Pacific and Santa Fe roads. As dealers we can secure still better service if we positively refuse to load with fine grain cars not in proper condition to hold and carry it. Gentlemen, you had much better leave the grain in the elevator or warehouse than load into cars that will distribute it from the point of origin to destination. The general freight agents of the different roads advise me that they now have their terminal yards patroled night and day by watchmen, and that little, if any, grain is stolen from their cars in yards.

We have also greatly reduced the shortages at terminal markets, especially at terminal market of Kansas City; but as this has been fully explained by the chairman of the Checksweight Bureau and the supervisor of weights, I will pass over it. Is not what we have already accomplished in the short time we have been organized been worth the time and money spent? Let us sum it up and draw a balance and see.

Before we organized no country stations were exempt from the scalper or scoop-shovel man. There was absolutely no recourse for any loss you might

sustain from point of origin to destination, or loss sustained in terminal elevators. There was no way provided for you to meet your competitor and become better acquainted, thus doing away with ruinous competition, and, gentlemen, this has all been brought about in two years. When you take into consideration the existing conditions before the grain dealers organized and conditions to-day, you certainly will agree with me that a great reformation has been brought about. To-day we are a power which, if properly used, will place the grain trade where it was years ago. Has the organization reached the zenith of its prosperity and usefulness? I say, No—a hundred times, No! We have just commenced a great work, and the possibilities before us can hardly be estimated. We have the great grain states of Nebraska, Iowa, Illinois, Ohio, Indiana, Texas and Oklahoma Territory organized with a national head. Why should we not make an effort to correct all of the evils known to the grain trade? Gentlemen, there is no business in the land to-day equaling the grain trade. Let this be effected and you affect every other line of trade. The country grain merchant provides facilities for receiving all kinds of grain direct from the producer, and prepares it for the market. Go with me, if you please, to the country stations and note the different kinds of grain offered by the producer: Corn in the earf, corn shelled, rye, wheat, flaxseed and barley. What does the country merchant do with it? He provides, at tens of thousands of dollars of expense, proper facilities for handling the different kinds of grain and properly prepares them for the markets. Suppose the farmers depended upon the common carriers to furnish cars to haul this grain as they might deliver it. How long would it be, gentlemen, until the equipment of every road operating in the grain growing states would be tied up and the railroads helpless? Now, I ask, why should not the common carriers compensate the country merchant for providing these facilities and allow him a rental of a certain amount per hundred pounds for all grain loaded from elevators or warehouses? The railroad companies provide facilities for handling package freight and become responsible for every pound of it. How can we secure this concession? In reply, I will say, by all of the state associations working in unison as one organization by moral suasion, and if not that way by national legislation. No railroad officials who have been approached on this subject question the legality of the proposition, but so far they have preferred to give double the amount asked by the country grain dealer to terminal elevators, and in most instances build these elevators and keep them in repair. Gentlemen, let us agitate this question and keep it constantly before the minds of the country dealers until we secure this, our just right.

The receivers in Kansas City, members of the Kansas City Board of Trade, have for the past six months shown a disposition to arbitrate differences arising between them and the country grain dealers; and as we have no rules governing arbitration, I submit the following for your approval, and if same meets with the approval of the organization, I desire to have same incorporated in our constitution. I submit the following amendment to our constitution:

ARBITRATION.—It will be the duty of the committee of arbitration to determine all disputes of a financial, mercantile or commercial character connected with or arising from any matter referred to in this constitution, and by-laws, or the rules and regulations of this Association, arising between members of same or between any of them and others, when brought before it, and render a just and equitable award thereon according to the evidence and best ability of the members thereof, not being responsible for the errors of judgment in any respect whatever, nor for any damage done or for any loss suffered by reason of their acts.

All disputes, differences or disagreements of a financial, mercantile and commercial character among members of this Association and non-members, when such others assent thereto, must and it is hereby agreed to be submitted to the committee of arbitration for adjustment.

Neither party shall postpone the trial of a case longer than 10 days after it has been submitted, unless good cause can be shown therefor satisfactory to the committee. Trifling and unimportant matters shall not be entertained by the arbitration committee.

All evidence before the committee shall be taken under oath or affirmation, and shall be duly recorded. In all such adjudications the committee shall construe all laws, rules and regulations of this Association as being designed to secure justice and equity in trade, and all awards and findings shall be made in conformity therewith.

Before entering upon the hearing of any case the members of the committee of arbitration shall be required to take and subscribe to the following oath or affirmation: "We do solemnly swear that we respectively will faithfully and fairly hear and examine all matters in controversy now to be submitted to us, and that we will make a just and equitable award or finding upon the same, in conformity with the by-laws, rules and regulations of this Association and according to the evidence to the best of our understanding; so help us God."

The committee of arbitration shall have power to issue citations to witnesses.

The committee of arbitration shall render the findings or awards in writing through the Secretary within two days after its decision shall have been made. Such awards and findings shall be signed by the persons to whom submitted and shall be certified by the Secretary.

The official records and decisions of the arbitration committee and all other records of the Association may be inspected by any member of this Association upon application to the Secretary.

I also find that the dealers throughout the state favor having their own representatives to weigh their grain at terminal markets. In order to accomplish this it will be necessary for us to have the present law repealed with reference to the appointment of weighmasters by the Governor of the state. I think it more than probable that many of the men appointed to this position secure their appointment through political influence, and their fitness for the position is not taken into consideration at time appointment is made. If the members of the Kansas Grain Dealers' Association think it will be to their interest to have the entire charge of the weighing of their grain at terminal points through the Association, it will be necessary for us to incorporate under the laws of the state and secure the support of our representatives for the repeal of the present law and the enactment of a new law. This is a question of great importance and should be thoroughly discussed at this meeting. As you well know, we have our own representatives to-day at terminal markets whom we are paying in addition to the state weighers appointed by the Governor of the state. One of the advantages to be gained by having these weighers under the supervision of our Association is that any or all of them can be promptly discharged when we find that they are not doing their duty. Under the present law, if a man is found negligent in his duty, the Chief Grain Inspector can recommend his removal, but that does not always bring about the desired removal, from the fact that he has secured the position by political influence, and he, being fully aware of this, will demand that an investigation be made of the charges preferred against him, which, as in other matters of this kind, usually amounts to nothing. (2) Each change in the state administration makes a change in the force, and I certainly think that the weighing of grain at the terminal markets is of too much importance to be left to inexperienced men.

Another thing that I desire to call your attention to, one that is of importance to every grain dealer in the state, is the taking of 100 pounds of grain from each car weighed at terminal elevators. State elevator concerns cannot legally make this deduction, neither do they claim that they have a legal right to do this; but when approached on this subject they claim that it is the custom at all terminal markets. Admitting that it is the custom, does that make it right? Why should we allow the taking of this 100 pounds? The elevator owner says he needs this amount to protect him against loss after his grain is loaded out of his elevator and consigned to the seaboard. Do you think this a reasonable excuse for him insisting on taking this 100 pounds? Can the country grain dealer convince his farmer friend that he is entitled to 25 pounds from every wagonload in order that his weights may hold out at the terminal markets? No! He buys the grain, paying for what he receives, and then is compelled to give every elevator owner 100 pounds from each car. This matter has been discussed at every one of our meetings, but no action has been taken. On November 20 the Chief Grain Inspector of the state of Kansas issued an order to all state weighmasters to make their report just as the scale beam reads, reporting the full number of pounds the grain weighs and not to stamp or write on their official certificates, "100 pounds allowed" as they were doing. Then the elevator owners, after the certificates were issued, erased the figures given on the official certificates and still deducted the 100 pounds.

Why can't we get this matter before the present legislature and put a stop to it? There was handled by the Kansas elevators alone from April 22, 1897, to June 30, 1898, 35,378 cars of grain, and the deduction of 100 pounds from each amounted to 5,963 bushels, which, at even 50 cents per bushel, amounts to the sum of $29,471.50, an amount sufficient to maintain an organization for seven or eight years. And this does not include the grain weighed on the Missouri side in Kansas City. I think if every grain dealer in the state could be brought to realize what the practice costs him annually, we could soon put a stop to it.

Now a word regarding the officers of the Association. The president and directors of this Association have given much of their time to Association work, and not one of them has received any compensation for the work. I think that the board that will be elected at this meeting should be allowed a reasonable compensation for the time spent by them in the interest of the organization. I also think it will be necessary for us to increase our dues of the coming year or reduce the expense, and if this is done you will partially destroy the efficiency of the organization.

There are many other matters of importance that I should like to bring to your attention at this time, but fear I have taken up too much of your time already, and will close with the request that every member of the organization do all he can to make the Association what we desire to have it.

I will further say, beware of receiving houses that tell you they are out for business and must get it from whom they can. Such firms will tear down your business for the sake of buying a few cars of grain from some irregular dealer or farmer. Let them severely alone, as it is dangerous to do business with them. When they find the regular dealers are giving them the cold shoulder, they will begin to see the folly of their ways. That class of people must learn a lesson.

Fellow grain dealers, when you have made up your minds to do business on business principles, you have solved a great problem. You are certainly justified in expecting better results in the future than in the past. Experience is said to be a good teacher, and we certainly have had plenty of it. I hope that every dealer present here will in the future discharge his duty to the Association, as by so doing you will protect your individual interests as grain dealers and at the same time encourage others not members. I feel certain that if the dealers now members of the Association will give your officers the same support the coming year that you have in the past, your Secretary at the next annual meeting will be able to report that all of the grain dealers in the great state of Kansas are members of the Kansas Grain Dealers' Association, and that by the time we issue a call for our next annual meeting it will be necessary for us to secure the largest hall in this city to accommodate the members present.

One word to our friends at terminal markets: Have we not in the past year shown you that it is our intention to treat you fairly? And we hope in the present year that the country grain dealers and the receivers at terminal points will get closer together and fully realize that their interests are mutual.

The Athena Flouring Mill Co. of Athena, Ore., is credited with the first export shipment of corn from that coast, having sent abroad 3,000 bushels of shelled corn in December.

THE HESS DRYING SYSTEM.

The Hess Pneumatic System of Drying, as applied to grain, though comparatively new, has established itself firmly in the Chicago grain business. It has met with pronounced success and a number of the best-known elevator proprietors have adopted it in place of the old and unsatisfactory methods hitherto employed by them.

The Hess Drier requires little power and a minimum of steam. The operations of drying and cooling are carried forward simultaneously, and the heat thrown off by the cooling process is all saved and utilized. Every part of the Drier and every kernel of grain is readily accessible to the operator. Being constructed entirely of steel and iron, the drier is acceptable to the insurance companies. Its use by such representative houses as Armour & Co., Chicago Railway Terminal Elevator Co., Albert Dickinson Seed Co. and others sufficiently attests the standing it has achieved. The Hess Warming & Ventilating Co., 152 La Salle street, Chicago, are the proprietors of this system and will take pleasure in answering communications addressed them in regard to it.

ERIE CANAL ENLARGEMENT.

The special committee of the organization known as the Canal Enlargement Association, whose purpose is to push to a completion the work in the Erie canals, recently submitted a report, the gist of which is as follows: "The committee recommends that the locks be enlarged to a length of 260 feet long and 26 feet wide, thus accommodating two sectional canal boats 125 feet long and 25 feet wide, capable of carrying on a draft of six feet 16,000 to 18,000 bushels of wheat at a minimum freight rate of one cent on each bushel from Buffalo to the port of New York, and to carry with an increased depth of water to eight feet about 25,000 bushels."

The committee believe the first thing needed is a positive declaration as to the size of the new locks, so that the work of building new boats may begin, there being barely 900 at present fit for use. On the scale proposed by the committee, the completion of the canal enlargement ought not, in the opinion of the committee, to cost to exceed $4,000,000; whereas the state officials of the Black administration estimated that $23,000,000 would be required to complete the work, on which $9,000,000 had been spent.

MORE CANADIAN ELEVATORS.

The Harbor Board of Montreal were called on, December 28, to consider the question of additional elevator room for that port, the necessity for which, in view of the approaching completion of a 14-foot channel in the St. Lawrence canals, was conceded. The subject was, however, postponed until after the formal inspection of the dry docks had been made.

The Atlantic & Lake Superior Ry. Co. is now extending its line from New Carlisle to Paspebiac, on the Gulf of St. Lawrence, which will be the terminus of a new line of steamers to Milford Haven. The Paspebiac wharf is 1,800 feet long and 80 feet wide, and has 30 feet of water at low tide. J. M. Shanley, C. E., engineer for the steamer line, stated, December 30, to a Montreal paper, that the contract has been let for the erection of a 1,000,000-bushel elevator, to be located at one end of the wharf. It will be fitted up with all modern elevator machinery for handling grain from cars, etc., into ocean steamers.

Work is now in progress on the elevator at Halifax, N. S., so much talked of during the past fall.

There is a rumor afloat that F. H. Peavey of Minneapolis will build a number of elevators on the line of the Northern Pacific road in Manitoba. Mr. Peavey says, however, that the matter is still under consideration.

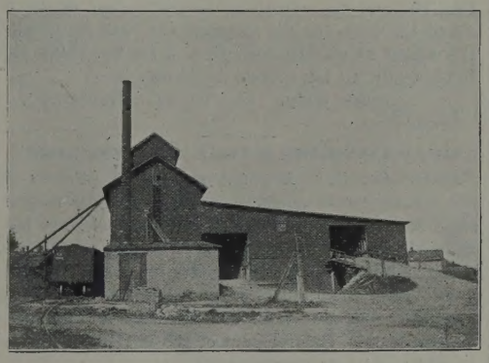
The contracts for building the extension of the Intercolonial Dock at St. John, N. B., have been let. The improvement will make the railway terminus accessible to ocean vessels. An appropriation of $57,000 has been made by Parliament for the erection of a grain elevator at the same point.

It is announced that the Grand Trunk Road will build an elevator at Collingwood if the government shall deepen the harbor to 20 feet.

AN OHIO ELEVATOR.

Our illustration herewith is a picture of the Rockford elevator of B. H. Palmer & Son of Rockford, Ohio. This is but one of several houses operated by this firm, who have a line of elevators covering the towns of Rockford, Tama, Celina and Coldwater on the Cincinnati Northern and at Ashland on the C. & E. Railroad. All of these houses are equipped with the best machinery needed and used in elevators of their size and purpose, including dumps and hopper-bottom loading scales. The Rockford elevator has two driveways, with a Fairbanks scale in each, giving the elevator unusual facilities for handling a large number of teams in a very short time. The storage capacity of this line of houses is 115,000 bushels.

The business of B. H. Palmer & Son is conducted on somewhat different lines than that of the grain dealer generally, operating, as they do, as middlemen between the farmer and the millers and feed store men, thus avoiding the possible objectionable features appertaining to the business of handling



ELEVATOR OF B. H. PALMER & SON, ROCKFORD, OHIO.

corn through the regular channels. Palmer & Son, in fact, issue their own card offers, which are mailed regularly to the trade.

In connection with grain, they handle also a large line of seeds, buying direct from the farmers and selling to the retailers. In this line they hold a strong position, in that they take but one profit between producer and consumer, whereas dealers in the graded markets must take two profits, as well as the extra expense of handling. Palmer & Son are also handling wool, salt, coal and building stone, and are doing a large and profitable business. Rockford, the home office town, is a pleasant and thriving village of 1,500 people, situated in Mercer County, on St. Mary's River, and is one of the best agricultural districts in Ohio. In fact, all their stations are admirably located for business, which is fostered by the good business methods and the personal popularity of the members of the firm and their agents.

One clever stroke of business, which contains a hint for others, was the loaning last spring of seed oats to farmers to sow 500 acres of ground, taking in settlement the farmers' notes and their contract to deliver the entire proceeds of the crop at Palmer & Son's elevator. This arrangement proved very satisfactory to all concerned.

The state grain inspector of Washington, in his report for the crop year 1897, makes the following exhibit, showing in bushels the amount of rye, oats, barley and wheat inspected at the three inspection points in that state:

	Rye.	Oats.	Barley.	Wheat.	Total.
Tacoma	3,600	62,100	52,500	8,619,728	8,737,928
Seattle	4,800	64,200	129,600	2,741,544	2,940,144
Spokane	600	54,600	23,400	1,394,146	1,472,746
	9,000	180,910	205,500	12,755,418	13,150,818

DEATH OF CHAS. F. ORTHWEIN.

Chas. F. Orthwein, senior member of the firm of Chas. F. Orthwein & Sons, one of the oldest commission houses in the Southwest, with offices at St. Louis, Kansas City, New Orleans and Galveston, died at his home in St. Louis, on Wednesday night, December 28, after an illness of about three weeks. The cause of death was enlargement of the liver.

Mr. Orthwein was a native of Würtemburg, Germany, where he was born on January 28, 1839. The family came to America in 1854, and settled in St. Louis, which thereafter was Mr. Orthwein's home, save for a few months when he lived in Logan County, Ill. He was a born merchant, and began his career as such at a time when strong men were in demand, especially by St. Louis. He had as a youth found employment in the wholesale grocery of Egger & Co., and when that firm's trade was thrown into confusion by the Civil War, Mr. Orthwein formed a partnership in the commission business with Mr. Gus Haenschen; and it is said that largely through his bold confidence and personal energy St. Louis was made a government base of supplies. At any rate, he carried on a large business with the Upper Mississippi River country which St. Louis had not had hitherto, and started the grain of that territory toward St. Louis. He was also the first exporter of grain from St. Louis via New Orleans, his first shipment, 12,000 bushels of wheat, having been made in 1865. In 1870 Haenschen & Orthwein were succeeded by Orthwein & Mersman, and later by Orthwein Bros., and finally by Chas. F. Orthwein & Sons.

Besides his commission business, Mr. Orthwein owned or was interested largely in the Victoria Elevator and Mill of St. Louis, in elevators at Seneca, Mo., Kansas City, and Galveston, and in the Southern Electric Ry. Co., in the purchase of which his son, acting in his behalf shortly before his death, signed the father's personal check transferring $2,800,000. He was once president of this company and also of the Merchants' Exchange of St. Louis.

He was the father of eight children, five of whom are sons: William J., Charles C., Max R., Ralph H. and Arman. His brother, William D. Orthwein, is now president of the William D. Orthwein Grain Co.

Mr. Charles F. Orthwein was one of the most conspicuous and able business men of St. Louis, and his death is considered a material loss to that city, both from a commercial and social standpoint.

By his will, Mr. Orthwein gave to his widow the family residence and $200,000, the remainder of his estate being divided equally among his sons. His interest in the firm of Chas. F. Orthwein & Sons is left to his sons, the firm name to continue unchanged.

PHILADELPHIA'S EXPORT OF GRAIN.

The year 1898 was the most prosperous ever known in the grain trade of Philadelphia, all previous export records having been exceeded by nearly ten million bushels. From 1887 to 1898 inclusive the business has been very erratic in its totals, as will be seen by the following summary of the exports in bushels for the calendar years named:

1887	10,770,757
1888	1,809,215
1889	4,750,922
1890	17,365,984
1891	9,759,037
1892	29,988,948
1893	9,692,543
1894	7,065,205
1895	5,085,938
1896	14,275,407
1897	32,856,051
1898	42,836,909

The bulk of the 1898 exports were of corn. Philadelphia shippers hope during the present year to increase this business, and are figuring on fifty million bushels of corn alone.

Export clearances of wheat at New York for December 29 were in excess of 800,000 bushels, being the largest on record for a single day.

THE CORNSTALK FIDDLE.

When the corn's all cut and the bright stalks shine
  Like the burnished spears of a field of gold;
When the field-mice rich on the nubbins dine,
  And the frost comes white and the wind blows cold;
Then it's heigho! fellows and hi-diddle-diddle,
For the time is ripe for the cornstalk fiddle.

And you take a stalk that is straight and long,
  With an expert eye to its worthy points,
And you think of the bubbling strains of song
  That are bound between its pithy joints—
Then you cut out strings, with a bridge in the middle,
With a cornstalk bow for a cornstalk fiddle.

Then the strains that grow as you draw the bow
  O'er the yielding strings with a practiced hand!
And the music's flow never loud but low
  Is the concert note of a fairy band.
Oh, your dainty songs are a misty riddle
To the simple sweets of the cornstalk fiddle.

When the eve comes on, and our work is done,
  And the sun drops down with a tender glance,
With their hearts all prime for the harmless fun,
  Come the neighbor girls for the evening's dance,
And they wait for the well-known twist and twiddle—
More time than tune—from the cornstalk fiddle.

Then brother Jabez takes the bow,
  While Ned stands off with Susan Bland
Then Henry stops by Milly Snow,
  And John takes Nellie Jones' hand,
While I pair off with Mandy Biddle,
And scrape, scrape, scrape goes the cornstalk fiddle.

"Salute your partners," comes the call,
  "All join hands and circle round,"
"Grand train back," and "balance all,"
  Footsteps lightly spurn the ground.
"Take your lady and balance down the middle,"
To the merry strains of the cornstalk fiddle.

So the night goes on and the dance is o'er,
  And the merry girls are homeward gone,
But I see it all in my sleep once more,
  And I dream till the very break of dawn
Of an impish dance on a red-hot griddle
To the screech and scrape of a cornstalk fiddle.

—*Paul Laurence Dunbar.*

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

MORE STABLE RATES NEEDED.

Editor American Elevator and Grain Trade:—We have not given the subject of legalizing pooling sufficient study and attention to give a decided opinion. Something seems to be necessary to make more stable rates.

Yours truly, BOWEN & REGUR.

Des Moines, Iowa.

INTERIOR SHIPPERS NOT BENEFITED BY POOLING.

Editor American Elevator and Grain Trade:—Pooling is of little, if any, benefit to the interior shipper, as terminal points are generally favored at the expense of the small dealer. Therefore, would only favor a bill legalizing pooling, conditionally—on its merits.

S. M. BARNES.

Fairbury, Ill.

A DETRIMENT TO COLLECTING.

Editor American Elevator and Grain Trade:—In regard to the liability of a bank for the delivery of inferior wheat, would think it unjust as the fixing of his liability would be a detriment to this system of collecting, and I could suggest no other mode of collecting which would be as safe and convenient.

Yours very respectfully,

IRA C. FELGER.

Jeromeville, Ill.

A LEGALLY AND MORALLY WRONG DECISION.

Editor American Elevator and Grain Trade:—After reading the article referring to the Texas decision, I am of the opinion that it is both legally and morally wrong. As I am a firm believer in the axiom that "honesty is the best policy" in all business affairs, and that right wrongs no one, I am free to say that as a whole I think the effect would be bad for the trade.

As I look at the transaction, the bank simply did the seller of the grain a favor in collecting for him before allowing the grain to be delivered, and as the seller had made a contract with the purchaser, he should be held to his contract and not allowed to shift it onto someone else. In other words, I believe everyone should be held to his contracts and any decision of the courts to the contrary will work to the disadvantage of those interested.

Yours truly, T. U. FOX.

Sinclair, Ill.

IS THE GRAIN TRADE HELPLESS?

Editor American Elevator and Grain Trade:—We think the recent decision of the U. S. Supreme Court in the Joint Traffic Association case is merely "a part of the play," and that what the grain trade wants cuts no figure in the matter. What they will get ought to be the most interesting feature to them.

Yours truly,

CAMERON MILL & ELEVATOR CO.

Fort Worth, Tex.

A MANIFESTLY WRONG DECISION.

Editor American Elevator and Grain Trade:—The decision of the Texas judge, as related on page 238 of your last number, is so manifestly wrong that I give it no thought. The bank is merely a collector of the money. Title did not pass into its hands. It is too ridiculous that such opinions should be given by anyone worthy of the name of judge.

Respectfully, THOS. COCHRANE.

Lincoln, Nebr.

ONLY CONSIGNOR SHOULD BE HELD LIABLE.

Editor American Elevator and Grain Trade:—In regard to the article on page 238 of the "American Elevator and Grain Trade" for December, I would say that the bank was not responsible. The man that shipped the wheat is the party that ought to stand the loss, for the chances are that he bought the wheat at an inferior price. I do not think the bank ought to have been bothered.

Yours truly, ROBT. DAVIDSON.

German, O.

GUARANTEEING BANKS AGAINST LOSS.

Editor American Elevator and Grain Trade:—If the recent Texas decision, holding a bank responsible for delivery of inferior grain, should get into general practice, I think it would be bad as a whole. Responsible shippers would probably make arrangements with their commission houses to have them guarantee banks with whom they do business against loss by enforcement of the law in case grain should not be as represented.

Yours respectfully, NELS ENGE.

Atwater, Minn.

ALWAYS SOME RATE CUTTING.

Editor American Elevator and Grain Trade:—We think probably legalized pooling might make rates a little more stable. Still, we are pretty well aware that even when the railroads had their joint traffic association the rates were not held according to tariffs. We think there has been rate cutting going on for a number of years.

Probably the public would think that they were being imposed upon if pooling were legalized, which might bring it into disfavor.

Yours truly,

E. R. ULRICH & SONS.

Springfield, Ill.

FAVORS POOLING WITH PROPER RESTRICTIONS.

Editor American Elevator and Grain Trade:—Under certain restrictions, we are in favor of pooling and think that a provision for it should be incorporated in any measure before Congress for the extension of the powers of the Interstate Commerce Commission. While we believe that pooling, under proper restrictions, would benefit grain and other lines of trade, the greatest benefit to be derived would be in a fixed and equitable adjustment of rates, resulting in a stability which would allow those engaged in business depending on railroads to count upon a settled line of policy under which all would be treated alike. And, on the other hand, the rights of investors in railroad securities would be protected from disastrous rate wars.

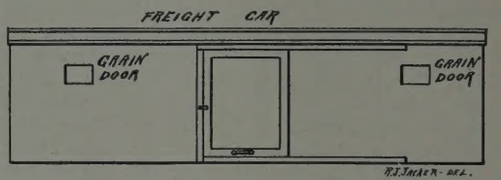
We believe that pooling, to be of the greatest benefit to the greatest number, should be under the control of the Interstate Commerce Commission, and that the Commission should have full power to enforce its decisions. We should not be in favor of pooling as heretofore carried on, under the exclusive control of the roads interested, as we think such a system would be as disastrous to the business portion of the community as the rate wars (which are inevitable when pooling does not exist) would be to investors in railroad securities.

Yours truly, E. P. BACON & CO.

Milwaukee, Wis.

LOADING-DOORS FOR LARGE GRAIN CARS.

Editor American Elevator and Grain Trade:—We send you a rough sketch of a box car, showing small doors on the side of car near each end. These doors need not be more than 12 inches square. Many small country elevators have to load cars from a



spout with so little gravity that they are forced to trim with shovels. This is hard work, especially in cars of 60,000 pounds and upward. We wonder why the car builders cannot put in the small doors as shown.

Respectfully, BROWNING & CO.

Alexandria, Ind.

WILL FORCE BANKERS TO ACT AS AGENTS ONLY.

Editor American Elevator and Grain Trade:—In reference to the decision mentioned on page 238 of your December number, it is our opinion that it will simply force bankers to assume the position of acting as agent only, as the risk is too great and the compensation too small for them to become indorsers for their customers. Bankers being forced to take such action will work a hardship on consignee and consignor.

Of course, the consignee can request and insist that sufficient margin be left on all shipments to make him in a manner safe to accept draft and bill of lading when presented, and remit balance when grain is inspected and weighed. So long as shipper and receiver will apply the golden rule, there will be no trouble, and as the banker is a necessity for each, he should be properly protected.

About the only substitute we can suggest for bank drafts is to deal with honorable and reliable business men. You will then find the banker seeking the business instead of business seeking the banker.

Yours truly,

CRYSTAL PALACE FLOURING MILLS CO.

Weatherford, Tex.

UNIFORM RATES WOULD INCREASE GENERAL BUSINESS.

Editor American Elevator and Grain Trade:—In regard to bill expected to be presented, legalizing pooling: We are rather non-committal in the matter, summarizing our position as follows:

During the past workings of the Joint Traffic Association and Western Trunk Lines Association rates were supposed to be well protected by this freight pool, but we notice as far as our position is concerned and as regards the large millers, that the shippers, at least the large ones, control the rate situation, through methods which you have doubtless heard of.

The present low rates are supposed to have been directly caused by the abolishment of the Trunk Line Associations, but when rates are in an unsettled state regardless of any freight associations, the very fact that these associations might be legalized would not in our opinion prevent secret cutting of rates; there are so many competing lines on all through business that it is the hardest thing in the world to devise a method whereby they will all be satisfied with their tonnage, and the dissatisfaction is what generally leads to demoralization of rates. Possibly a pool could be arranged so as to authorize a percentage basis for the movement of all classes of freight; this might have the desired effect, and again it might not.

So many firms nowadays make the profits of their

business from no other source than secret low rates that they would probably be opposed to any legislation designed to remedy rate cutting, but one thing we are sure of is, that the general business would increase and as much money would be made by all concerned if everyone had to pay the same rates.

Yours truly, CHAPIN & CO.

Minneapolis, Minn.

A CHANGE OF FIRMS.

Editor American Elevator and Grain Trade:—The partnership heretofore existing between Conrad Kipp and E. A. Grubbs, under the name of Greenville Grain Co., has been dissolved by mutual consent, Mr. E. A. Grubbs retiring.

The Greenville Grain Co. will continue the business under the management of Mr. Conrad Kipp. All the books and accounts will be settled by him.

Mr. E. A. Grubbs will enter into business under the name of E. A. Grubbs Grain Co.

Thanking you for past favors, and wishing you a happy and prosperous year, we are,

Yours truly,

GREENVILLE GRAIN CO.,
Conrad Kipp, Manager.
E. A. GRUBBS GRAIN CO.,
E. A. Grubbs, Manager.

Greenville, Ohio.

FAVORS POOLING BILL WITH RESTRICTIONS.

Editor American Elevator and Grain Trade:—I am so very busy as chairman of our check-weighing committee in Kansas City that I can hardly give the subject of the pooling bill proper consideration. Will say our check-weighing is working more than satisfactorily.

I think a pooling bill, hedged about by proper restrictions, would be all right. Ruinous competition among the railroads is as bad as the same among grain dealers and is as much to be deplored.

Of course, any fight among the railroads is a temporary benefit to the public. Yet general prosperity to the railroads means the same to all the country, but it is absolutely necessary that all proper and necessary restrictions should govern.

Yours truly, L. CORTELYOU.

Muscotah, Kans.

AMERICAN-BUILT ELEVATORS FIND FAVOR ABROAD.

Editor American Elevator and Grain Trade:—Mr. J. S. Metcalf, of the firm of J. S. Metcalf & Co., of your city, has been good enough to forward to us a copy of your paper. We have been so much interested in the way you handle your subjects that we feel we should like to receive direct a copy of each issue, and we have pleasure in inclosing herewith postal order to cover twelve copies from the issue of the 15th inst., together with postage thereon.

We may mention that we are about to build a grain elevator in our port here, and purpose giving the plans and specifications and the building of same to Messrs. Metcalf & Co., should matters be arranged satisfactorily between us, as we consider the elevator which was built by them for the Manchester Ship Canal to be the finest which we have in this country.

Yours faithfully, PATMORE & CO.

Leith, Scotland.

RESULTS OF GULF ROUTE COMPETITION.

Editor American Elevator and Grain Trade:—If the pooling of the railroads' business can be so hedged about that it will insure equal rights to all shippers and favoritism to none, it will be a long step in the right direction, and a great improvement to the now useless interstate commerce laws, which are good but not enforced.

With the rapid encroachment of the gulf routes we of the West can but look forward to the steady improvement of the waterways along our lakes and canals to compete with the gulf routes, which now have the short rail haul and long water route. It is only a question of a short time when they will demand a lower proportionate rate for their superior advantages. Then will the Northern rail lines see that in order to offset this advantage, and to authorize corresponding low rates, they must unite and assist the lake and canal routes, so that through shipments can be made direct to tidewater at very low rates, thus making a competition that will place rates upon a basis where they can compete with the Southern routes.

I know that this is an advanced idea, but the railroads terminating at Chicago will soon see the necessity for same.

Yours truly,

SAMUEL R. BACKUS & CO.

Toledo, O.

UNIFORM RATES WOULD PROTECT SMALL DEALERS.

Editor American Elevator and Grain Trade:—We are decidedly in favor of a law to legalize pooling by the railroads. We believe that if such a privilege is granted to the railroad companies it will result in steady and uniform rates and that all business in which transportation is one of the main factors will be benefited by the more stable condition of rates which will prevail.

The tendency of allowing the business to be a "free-for-all" is to give the larger dealers in every line of business an advantage in getting lower rates than the balance of the trade, thus putting the smaller dealer at an unjust disadvantage.

We do not believe that allowing this privilege to the railroads would result in generally higher rates than without it.

Yours truly, ANDREWS & GAGE.

Minneapolis, Minn.

TOUGH ON THE BANKS.

Editor American Elevator and Grain Trade:—As to my opinion of the article on page 238 of the December number of the "American Elevator and Grain Trade," will say that a general acceptance of the Texas decision would be a snap for the grain men but tough on the banks.

When we present a bill of lading with draft attached, the banker simply charges exchange for doing business through the proper channels. Our banker does not charge a commission for handling the grain. As a simple illustration, if you were owing us $100 you would send us a check for that amount, payable to our order. We would present the check properly indorsed on the back. We receive the money from our banker, who returns the check to Chicago. We will suppose the check is worthless, the banker will come back on us, the indorsers of the check, and they will collect of us if we are responsible parties.

Yours respectfully, FRYER & SMITH.

San Jose, Ill.

PRESENT SYSTEM OF COLLECTIONS SHOULD STAND.

Editor American Elevator and Grain Trade:—Regarding the decision of a court in Texas that a bank is liable to the consignee to the extent that they must know that a quality of grain covered by a bill of lading against which the consignor makes draft must be equal in value to the amount of draft, or be liable to the consignee for the shortage. I think this would not hold good in transactions in this section. At all events, it is not the custom at the North to expect any such liability from the bank, and our bankers would not handle this business if they understood that they were at all liable to consignee, which would, of course, destroy the present system of doing business.

Banks now place to the credit of a consignor in good standing the amount of a draft covered by bills of lading for a small fraction of one per cent for collection, and take the chances of consignee paying the draft. If the draft is paid by consignee, that ends the liability of the bank, as the consignee accepts the responsibility of the consignor for any loss due to the grain not being equal in grade or quantity to that contracted and paid for.

If the draft is not paid, then the bank sells the grain and looks to the consignor for any shortage. Bankers are not presumed to know what contract exists between consignor and consignee. This decision, however, holds them responsible for the performance of a contract, provided they attempt to collect a draft that may be for a greater amount than the value of the consignment, about which they cannot afford to inform themselves for the pay which they receive for making the collection.

I do not think this decision is good law, and it will entirely change the present custom of making collections if the decision stands. Regarding a substitute for our present system of collecting the value of commercial shipments, no better system is likely to be adopted. Bankers will not make collections if they are liable to be sued by consignees for shortages, unless consignors give bonds to protect them, which would not be practicable.

Truly yours, G. T. ELLIOTT.

Sterling, Ill.

BANKS SHOULD HAVE LEGAL PROTECTION.

Editor American Elevator and Grain Trade:—I think the Texas decision holding bank liable for delivery of inferior wheat, against which draft was drawn, is an unjust one. The bank is not supposed to know anything about the condition of the grain drawn against, or whether the draft is drawn for an amount in excess of the value of the grain. That is something which the consignor of the grain should be made to assume.

The only remedy for this matter which I know of is for shippers of grain to be very careful not to draw in excess of the value of the grain which they ship, and have their bankers understand that fact. I think there should be a law expressly providing that consignees should only have recourse on the drawer of the draft, or shipper of the grain, and not on the banks.

Yours truly, H. C. HALL.

Paxton, Ill.

BANKS SHOULD ONLY ACT AS COLLECTORS.

Editor American Elevator and Grain Trade:—In reference to the article entitled "Bank Held Liable for Delivery of Inferior Wheat," I think the effects of the decision, if it is accepted in the other states, would be not only very bad on the grain trade, but also tend to react on the buyer and consumer in the end.

It must be conceded that the banker cannot spend the time and labor necessary to educate himself as to the quality, and to be at all times posted on the value of every commodity handled by his customers, nor could he afford to examine and pass on each contract and shipment, even if qualified to do so, without fair compensation for the service rendered. Therefore, it is unreasonable to presume that a bank would accept such drafts, and credit them to the shipper's account, subject to immediate check, as heretofore, without first having been protected against possible loss and cost of litigation, which might arise in consequence. And this, without in any way reflecting upon the shipper, but simply as a necessary business requirement.

I consider it impossible to do business without banks, and that they do more, and take greater risks, for the same possible profit, than those engaged in any other line of business, and in my opinion to increase their liability would be to greatly restrict trade.

It might result in sales being made subject to draft for part value, same as between shipper and commission merchant, balance to be remitted when grain is received and unloaded, if quality and weights are found as represented. This, of course, would leave it entirely to the buyer's judgment and integrity. Having formerly handled a fairly large grain business in a terminal market, both receiving on commission and buying by sample from country dealers on the one hand, and selling by grade and sample to outside buyers on the other, the writer believes where one regular grain shipper could be found who would knowingly ship an inferior quality of grain on a sale, or refuse to adjust it if done without his knowledge, ten buyers could be found who would take advantage of a technicality or make unjust claims as to quality, especially if market was weak, and lower than at time of contract.

In any event, shippers would certainly require a much larger margin in sight, than they are now willing to work on, and this would result in increased cost to the consumer, without a corresponding gain to the producer.

The only substitute occurring to me is for the ship-

per to make the bank the buyer's agent, instead of his, and upon receipt by the bank of funds to cover, load the cars, and deliver bills of lading and invoice in exchange for same. (Here is where a bill of lading certifying to and guaranteeing weight of contents is needed.) Otherwise the country shipper, especially, should insist on payment in full before shipping, or consign all his grain to reputable commission firms in the terminal markets, whose interests are always identical with his own.

Very truly yours, H. D. McCORD.

Estherville, Iowa.

SHOULD HOLD BANKS RESPONSIBLE.

Editor American Elevator and Grain Trade:—In regard to a bank through which draft is collected being held responsible for the grade of grain, will say that I am in favor of such a law, and would go farther and also make them responsible for overdrafts on consignments. They are a party to the transaction and are usually on the ground, and oftentimes know that shippers are overdrawing, but still they take the draft and let the commission merchant suffer the loss.

Such an interpretation of our laws would not do a legitimate shipper any harm, but, on the other hand, will give him protection against the scalper and other worthless individuals whom the banker is almost always willing to help to start in to buy a few cars of grain, and consign them to some commission merchant. He then makes a draft against the shipment through this banker, who knows that he is all right because the draft will be paid before the shipment arrives at its destination, therefore relieving Mr. Banker of all risk.

Now, for my part, I want to see just such a law enforced. It will protect the receiver of grain and also the legitimate buyer, and I am satisfied will work to our advantage.

Yours truly, E. J. EDMONDS.

Marcus, Iowa.

TEXAS DEALERS HAVE A CASE.

Editor American Elevator and Grain Trade:—Having just returned from a trip to Hazlehurst, Miss., where I went to look after two cars of oats shipped to that point by members of the Texas Grain Dealers' Association, I beg to submit by way of report for the benefit of all who may be interested:

That, at the meeting of our Association held in Galveston, Texas, December 5, 1898, Messrs. Pittman & Harrison and Messrs. C. F. Gribble & Co. of Sherman, Texas, reported that they had reason to believe they were being badly treated on two cars of oats shipped to Hazlehurst, Miss., and were in imminent danger of losing these shipments entirely.

On hearing their statement of the matter, the Association voted unanimously that I should go there as quickly as possible and look into the matter, which I have done. I have succeeded in getting matters so arranged that I think there is now no question about these shippers finally obtaining pay for their oats at the end of the lawsuit now pending. When I arrived at Hazlehurst, I found that consignees had paid drafts against these two cars and arbitrarily pronounced the oats not up to grade bought and wholly unfit for seed. They immediately garnisheed the money paid into the bank, thus fixing jurisdiction of the matter in their home courts, so as to compel the shippers to appear there to controvert their contention as to the character of the oats.

Then they proceeded to sell out the oats for account of shippers in such a manner as to make them bring the least possible price, entailing a loss of 12¼ cents per bushel on one car and 16¼ cents per bushel on the other car, expecting to make the shippers pay these unreasonable losses out of the money held by garnishment in the bank. To show how these Hazlehurst parties were intending to handle these shippers, will say that I learned while there that they first sold these two cars of oats to a certain party at 10 cents per bushel, and he had written his check for the amount, notwithstanding the fact that the freight rate on these shipments was 35 cents per 100 pounds, or 11 1-5 cents per bushel. Their attorney, a Mr. Ramsey, whose advice they were following, suggested to them that they might be required to testify under oath that they had sold the oats for the best price obtainable, whereupon they recalled the first sale and sold them a second time at 20½ cents per bushel for one car and 25 cents for the other.

These parties were advised by shippers that if oats were not satisfactory the shipments would be forwarded to other points without injury or loss to them. I examined these oats personally while at Hazlehurst and found them fully up to grade sold, slightly stained, but good, sound seed oats. I also found these same oats being sold out in the Hazlehurst market by present owners at 45 to 50 cents per bushel, for planting and feeding purposes.

The present law of Mississippi permits this kind of dealing on the part of Mississippi merchants, and designing parties may repeat such transactions as often and as long as they can find shippers who will make shipments to them.

E. H. CRENSHAW,

Secretary Texas Grain Dealers' Association.

Fort Worth, Texas.

SHALL THE WAREHOUSE AMENDMENT BE REPEALED?

Editor American Elevator and Grain Trade:—The following is a copy of a circular letter sent to regular grain dealers in this state by the Illinois Grain Dealers' Association:

Grain dealers and producers alike are interested in legislation needed with reference to the amendment to our "Warehouse Laws" passed by the last General Assembly.

This amendment gave the proprietors of public warehouses the right to buy and sell grain for themselves, while at the same time acting in the capacity of custodian of the people's property, thereby placing their grain in competition with grain for which they are custodians.

Judge Tuley, as you know, rendered a decision on this point on Dec. 22, 1896—which decision was that they should not be buyers and sellers of grain while acting in the capacity of custodian of grain for the public.

The elevator proprietors appealed from his decision and the higher courts sustained Judge Tuley. They then asked for a rehearing and this was refused them.

They succeeded in having the amendment above referred to passed by the Legislature. Shall this amendment be repealed?

It is in opposition to all court decisions and the courts either erred or the amendment should be repealed. The Legislature is now in session, as you know. If you are in favor of the repeal kindly write me at once, and also make your wishes known to your senator and representatives at once by writing them.

I earnestly desire the individual expressions of each and every grain dealer, and ask that you fill the blanks below and return to me at once:

Are you in favor of the repeal of the "Warehouse Amendment?".....

Are you in favor of an amendment to the landlord's lien law?.....

Yours truly, B. S. TYLER, Secy.

J. S. WILEY,

Chairman Legislative Committee.

Yours truly, B. S. TYLER, Secretary.

Decatur, Ill.

SENSIBLE BUSINESS PRACTICES WILL PREVAIL.

Editor American Elevator and Grain Trade:—In reference to the case wherein a Kansas grain dealer sold a Texas party a quantity of wheat at a certain price, and drew a draft for the full contract price of the wheat, and indorsed the bill of lading to his Kansas bank, for which the bank advanced him the money for the full amount of the draft. The Kansas bank forwards the draft and bill of lading to a Texas banker, and he collects the draft and passes the bill of lading to the Texas party who receives the wheat. Upon inspection he finds the quality is not up to the contract, and worth $200 less than the price agreed upon. Now, as I am no son of Blackstone, whatever opinion I may have to offer may not be law, but I will endeavor, however, to keep along the line of ordinary common sense and usual business methods.

It seems the Texas party that received the wheat undertook to collect the difference of the Kansas bank, and that the Texas court sustained him. This indeed seems like quite a novel decision, and altogether out of harmony with ordinary business methods governing like transactions. In this case, as in all other of similar character, it is quite certain the Kansas banker did not place himself in the position of the shipper when he accepted the the draft and paid the money for it, but did so in the ordinary course of banking business, and as a business courtesy and accommodation to a customer, expecting, of course, if there was a hitch in the transaction at the Texas end of the deal, he would fall back upon his party that made the draft for redress, knowing also that he had additional security in the wheat, which would not leave his hands until the draft was paid.

If the Texas party had not full confidence in the shipper's integrity and ability to fulfill the contract, he could have protected himself by refusing payment of the draft until the wheat was inspected. It would have been a wise provision to have so made his contract when he bought the grain. There certainly was a remedy for him, and if he did not so avail himself of it at the proper time he should have no right to fall back upon the Kansas banker, who was an innocent party and had little or no interest in any profits arising out of the transaction. It is not practical for a banker to investigate the details of such transactions and ascertain how much grain the car contains, or the quality of the grain, or the conditions of the contract. He merely takes the draft from his customer to forward for collection, and, because, as in this case, the bill of lading was attached to the draft, which gave him control of the wheat as additional security, it would seem like very poor logic to say that he should be compelled to fulfill the contract upon which the draft was based.

Quite a portion of the grain business of the country is now done in a similar way, and it is my humble opinion this Texas decision will not be duplicated very often. At first thought some people might say they believed the Texas grain buyer was in closer touch with the Texas judiciary than was the Kansas banker. Be that as it may, the decision will have little or no effect in changing this way of doing business, for the whole thing still resolves itself into mutual business confidence between the banker and his customer, and between the consignor and consignee, and the draft business will go on without interruption. The few difficulties arising therefrom will be the exception and not the rule.

N. W. HOAG.

Delavan, Wis.

PRESIDENT LYON.

The annual election of the Chicago Board of Trade Association, on January 9, resulted in the election of Richard S. Lyon to the presidency by a vote of 791 to 455 for James H. Milne. There was but little politics in the contest, and the choice of Mr. Lyon was a tribute to his personal popularity with members of the Board.

President Lyon, the son of a wealthy produce dealer of Cleveland, Ohio, was born in that city in 1843, and was graduated by Union College, Schenectady, in the class of '65. He came to Chicago ten years later and has been "on the floor" since 1880, his first business connection being with Agard, Ross & Merrill. On the dissolution of that firm in 1883, the present firm of Merrill & Lyon was formed. Mr. Lyon was elected a director in 1892 and second vice-president in 1895, serving as first vice-president in 1896. In 1897 he was again elected second vice-president, and in 1898 as first vice-president. He has been a member of the Real Estate Committee since 1895, being chairman of that important body since 1896.

Mr. Lyon resides at 500 West Adams Street, his family consisting of a wife and two married daughters. Although he has accumulated quite a little money on 'Change, Mr. Lyon lives modestly and unostentatiously, and is a great favorite with his neighbors and social acquaintances, as among members of the Board.

Galveston shipped 35 cargoes of wheat and 20 of corn during December, amounting to 1,948,000 bushels of wheat and 824,155 bushels of corn.

ANNUAL MEETING OF THE KANSAS GRAIN DEALERS' ASSOCIATION.

The second annual meeting of the Kansas Grain Dealers' Association was held in Lincoln Post Hall, Topeka, Kan., January 10 and 11. To the question, "What's the matter with Kansas?" there might be a variety of opinions; but only one verdict could be entertained in regard to her grain dealers. It was a representative body of intelligent business men that confronted President Hieatt as he commenced his opening address at 2:30 p. m., January 10.

The President said in part: As usual I have no address prepared and couldn't read it if I did. The Kansas Grain Dealers' Association has made great progress during the past two years. At the first meeting at Horton, December 29, 1896, there were only about a sufficient number of dealers present to fill the offices. The outlook was discouraging. Through the efforts of our Secretary and board of directors, however, we have now a membership of 408. The Association has done much good for the grain trade of Kansas. It has about rooted out the scoop-shovel men, as there are now only about six or eight in the state. It has established a checking bureau at Kansas City to check weights on grain for its members. We want new life to come to the Association this year, however, and wish to receive applications for membership from all the grain firms in Kansas City and from every dealer in the state.

Secretary E. J. Smiley read the minutes of the second quarterly meeting held at Wichita July 7. They were approved as read.

A letter was read from J. C. A. Hiller, Chief Grain Inspector of Missouri, stating that the Auditing Committee would examine and audit the accounts of his office on January 10 and 11, according to the state law on that subject, and he would consequently be unable to be present at the meeting.

The President appointed the following Committee on Resolutions: Geo. S. Hunter, Wellington; H. L. Strong, Coffeyville; L. Cortelyou, Muscotah.

H. L Strong read a paper on "Better Cars for Transportation of Grain." This paper will appear in the next issue of this journal.

Mr. Strong suggested in his paper that a committee of three be appointed by the president which should adopt some plan, to be put into execution immediately, for securing better cars for the transportation of grain.

The Secretary stated that a committee was formerly appointed for this purpose but had finished its immediate work and had been discharged.

Mr. Berry opened the general discussion following Mr. Strong's paper by saying that cars in bad condition should not be loaded. If shippers would refuse to load such cars, the railroads would be forced, in the end, to furnish good cars.

A. C. Sherman thought the difficulty would be that if a shipper did not use the cars that were furnished he might have to do without cars altogether.

A member said that railroads should build cars on more modern methods of construction. He pointed to the fact that steel cars were being built in the East, and that all cars should be steel lined. The committee appointed for the purpose should report every three months upon what the railroads were doing.

Mr. Work: Often in the fall there is a shortage of cars and then dealers are only too glad to get poor cars. But a record should be made of the numbers on such cars and strong objections made to the railroad companies concerning their use.

Mr. Cortelyou suggested that reports of poor cars be sent to the Check Weighing Bureau. The office should make a list of cars that are in bad condition and notify the railroad companies of their condition.

Mr. Sherman related an experience with the Union Pacific Railroad. The firm of A. C. Sherman & Son brought suit against the road for time and money spent in putting cars in condition to receive grain. In spite of a statute which provides that railroads shall furnish suitable cars to shippers, the district judge before whom the case was tried decided for the railroad company, giving it as his opinion that "suitable" did not mean "sweeping out" cars, "nailing on doors," "making repairs," etc.

Mr. Cortelyou said: We get old cars on our road, and when I see a car that I do not think is fit for loading, I insist that in case I ship in the car, the agent shall accept the bill of lading at the risk of the railroad. This always results in my receiving a better car.

Mr. Berry said the shipper should make his report on poor cars before the car is loaded. He should not load his grain into ill-conditioned cars.

A. D. Crotts said his greatest losses came from shipments in cars of 60,000 pounds' capacity. His shortages were not always due to poor cars. He thought the railroads should be compelled to put in scales at stations and the bill of lading be made out for grain as put in by the agent and the shipper. He said that more attention should be paid to correct weights and correct grades.

Mr. Work moved that the question be referred to the committee on resolutions. Carried.

A paper was read by A. F. Sherman on "Liability of Railroad Companies for Shortages." This paper will be published in the next issue.

PRESIDENT T. CORTELYOU.

Secretary Smiley read his report, which is published in full on a preceding page.

The President appointed the following Committee on Arbitration: W. A. Croysdale, Kansas City; E. D. Morgan, Coffeyville, and A. F. Sherman, Topeka.

Mr. Work offered the following resolution:

Resolved, That we, as an Association, recommend and request of the Chief Grain Inspector of the State of Kansas that he change the present rules of inspecting grain so that grades of all grain shall be based upon the poorest quality of grain found in such cars. Also, that he instruct all deputy inspectors to obtain their samples from all portions of all cars inspected, and that he see that such instructions are obeyed.

Mr. Lucas moved that the resolution be referred to the committee on resolutions.

President Hieatt asked for opinions from the members of the Association on a case which had confronted him the past week. He had been buying wheat and corn, covering a period of six months, from a farmer who was a renter. He had made large purchases recently and the grain had been delivered and paid for. Soon after January 1 the renter left town, leaving a number of creditors. The First National Bank of Horton held his paper and notified Mr. Hieatt that it would hold him responsible for its settlement. Another bank had held a mortgage on the corn which Mr. Hieatt had bought and paid for. The First National Bank commenced proceedings against Mr. Hieatt to recover $900. After a discussion of the subject it was moved and seconded that a competent attorney be engaged to look up the law upon the case.

Mr. Cortelyou offered the following resolution:

Whereas, This Association has been in existence for more than two years and attained a membership of 408, and the amount of business done by it and its board of directors has attained such volume as to seem to make it necessary; therefore, be it

Resolved, That it is the will of this Association that its official board at once take proper steps to incorporate under the laws of the state of Kansas.

Mr. White moved that the resolution be referred to a special committee of five to report at the evening session, which was carried. The president appointed on this committee J. T. White, O. A. Higgins, Geo. Hunter, Ed. Gregg and M. H. Roller.

The meeting then adjourned to convene at 7:30 p. m.

EVENING SESSION.

President Hieatt called the meeting to order at 8 p. m.

A paper was read by B. F. Cary of Freeport on "Competition as it now exists in Southern Kansas."

Mr. Cary's paper was followed by the report of L. Cortelyou of Muscotah, chairman of the Weighing Bureau. In illustrating the points in his report, which is given in this issue, Mr. Cortelyou cited the following as the condition of affairs in Kansas City before the establishment of the Check-Weighing Bureau: A car of wheat weighed by a country shipper, who had the very best facilities for weighing, was found to contain 51,000 pounds of wheat. It was weighed also on track scales at point of origin and the track scale weight was 51,200 pounds. The car went to Kansas City, was sold to a certain elevator, unloaded in the hopper scale and was found to contain exactly 40,000 pounds. The shipper objected to the returns, and tracing the weight of the car, found it was weighed by track scales in the railroad yards in Kansas City at 8 a. m. The railroad track scales made 51,100 pounds, bearing out the shippers' weights. The car was sent to the elevator and unloaded at 4 p. m. In a claim for adjustment of the difference the elevator claimed that there was only 40,000 pounds in the car and that was all. The shipper made claim against the railroad, who promptly turned the claim down, saying the car was weighed in their track scales, bore out shipper's weights, that the seal record was perfect, and when the car was sent to the elevator and the seals were broken their responsibility ceased. Then the shipper had no redress and had to lose 11,000 pounds of grain. Mr. Cortelyou said the Check-Weight Bureau was not to weigh grain That is supposed to be the duty of the weighman. The Check-Weight Bureau at first checked weights only. Afterward there was added to their duties the keeping of a seal record of the cars. Six men were employed at the start. At one time the force was increased to 14, the number of men employed depending upon the number of cars to be checked. As one of the results of the Bureau the old shortage committee on the Board of Trade was abolished, as the check-weight tickets were accepted as final evidence of the correct weight of grain in the car. Checkmen were also instructed to report on the condition of cars, and this report was sent back to the shipper. The checkmen had found various conditions of affairs existing at the elevators, after it had been established. At one elevator the checkman discovered that the sweepings of the cars, which aggregated a considerable amount, were sold for 15 cents a bushel. In another place there was a considerable shortage due to a leak in an unloading spout. At another elevator a checkman discovered a man sacking wheat in a car. When asked what he was doing he said he was hired to sack the wheat by the elevator foreman. It turned out that the foreman was stealing the wheat to help out on his salary. The foreman was discharged. At another elevator the checkman discovered that the track scales were out of order. He tried to have the elevator owners fix it, but they would not do so. The scales seemed to have been out of order for some time. They finally tested a car of wheat by running it on the hopper scales and afterward on the track scales. It weighed 2,070 pounds more on the track scales. The owner was induced to

look at the scale and found a broken casting. The checkman was the cause of the scale being put in order. At one elevator there were three families that made their living out of the sweepings of the cars. At another elevator a feed store was run out of the sweepings of the cars. After the Check Bureau was established the feed store went out of business. At another elevator the checkman found that the car ran 2,300 pounds over weight. The shipper was allowed the weight.

Secretary Smiley cited a case where a car was weighed on a track scale and then on a hopper scale, the difference being 2,070 pounds. The Secretary called attention also to the printed shipping notices, with which he requested the shippers to supply themselves and send in to G. N. Consley, supervisor of weights at Kansas City, with every shipment. It was the design of these notices to make it possible to fix the blame for short weights where it belonged. He laid special emphasis on the necessity of sending in these reports.

In answer to a question from a member Mr. Cortelyou said the mills gave little or no trouble in their handling of grain.

Mr. Cary asked how the committee would collect for a shortage if one was found.

Mr. Cortelyou responded that the grain dealers of Kansas recognized that there was no cure for every shortage. The causes for all of them could not be known. Scales might be thought to be in perfect condition and yet be out of condition. Variations in scales might have something to do with a shortage. It was the intention and expectation to hire only competent men and find out as correctly as possible the exact weight of a car.

B. C. Christopher said he thought the Check-Weight Bureau was a step in the right direction, but that it might be possible that too much blame be laid on Kansas City. About one-half the weights that came to Kansas City were estimated weights. The test of wheat were also different. Notwithstanding, he thought the Checking Bureau was a good thing.

G. W. Consley, supervisor of weights, Kansas City, read his report. This report appears elsewhere in this issue.

H. Work moved that the Check-Weight Bureau and the supervisor of weights be given a vote of thanks, and that Mr. Cortelyou's and Mr. Consley's reports be accepted. Carried.

Mr. Christopher moved that a copy of Mr. Consley's report be printed and that a copy be sent to every elevator and railroad in Kansas City and to every member of the Kansas Grain Dealers' Association. The motion was carried.

The Treasurer's report for 1898 showed receipts amounting to $2,996 and expenditures amounting to $2,900.48, leaving a balance on hand Jan. 1, 1899, of $95.52. It was moved that the report be received and approved. Carried.

Mr. Work offered the following resolution:

Resolved, That Section 2 of Article 5 of Constitution and By-Laws be changed to read $3 instead of $2.

It was moved that the resolution be referred to the Committee on Resolutions. Carried.

The meeting adjourned.

WEDNESDAY MORNING SESSION.

The morning session was opened by a paper by W. A. Hinchman of Kansas City on the subject, "Is Consigning of Grain More Profitable than Track Selling?"

W. S. Washer of Atchison delivered an address on the subject, "Some of the Trials and Pleasures of a Traveling Solicitor." This address is published elsewhere in this issue.

E. D. Morgan of Coffeyville, Kan., read a paper on "Uniform Grading of Grain."

Mr. Lint moved that a committee of five be appointed to name the compensation which the officers and governing board should receive, and report in the afternoon. Carried. The President appointed on the committee J. T. White, S. E. Cole, M. J. Thorstenberg, M. T. Williams and A. Logan.

Mr. Lucas moved that candidates for officers be nominated, a ticket issued and the election take place in the afternoon. Carried.

In the nominations which followed N. B. Hieatt and L. Cortelyou were nominated for president, S. B. Carter and O. A. Higgins for vice-president, E. J. Smiley for secretary, M. H. Roller for treasurer, A. F. Sherman for attorney, H. Work, George Hunter, E. K. Neveling, S. E. Cole, J. T. White, Frank Thoman, C. E. Smith, J. C. Goings, J. D. Rippey, H. L. Strong for directors.

The Secretary read the following resolution:

Whereas, Each and every one of us has small claims which can be successfully litigated, and the amount is too small to warrant an attorney's fee, and

Whereas, We have a general attorney for the association, be it hereby

Resolved, That our general attorney be voted a salary of $200 for the year 1899, to be paid quarterly out of the funds in the hands of the treasurer, with the understanding that he will act as attorney for the members of the association in their individual suits, in which grain business is involved, without any further attorney fee.

The resolution was referred to the committee on resolutions.

The President appointed the following committee on legislation: A. R. Ouslar, A. C. Sherman and E. J. Smiley. A motion to adjourn was seconded and carried.

AFTERNOON SESSION.

The afternoon session was called to order by President Hieatt at 2 o'clock.

Mr. Sherman moved that the Association vote for

SECRETARY E. J. SMILEY.

but two directors and the defeated candidate for president serve as the third member of the directory. The motion prevailed.

The election resulted as follows: President, L. Cortelyou, Muscotah; vice-president, O. A. Higgins, Stockton; secretary, E. J. Smiley, Concordia; treasurer, M. H. Roller, Circleville; attorney, A. F. Sherman, Topeka; directors, N. B. Hieatt of Willis, Geo. Hunter of Wellington, H. Work of Ellsworth.

Mr. Coates moved that the secretary be instructed to cast a unanimous ballot for N. B. Hieatt as the third member of the directory. Carried.

Mr. Hieatt moved to make the election of Mr. Cortelyou unanimous. Carried.

Mr. Cortelyou thanked the members for the compliment shown him by his election to the presidency of the Association, and pledged himself to use his best endeavors to advance the interests and usefulness of the Association. The other newly elected officers also responded to calls for short speeches.

Mr. Cortelyou moved that a vote of thanks be tendered Mr. Hieatt for his very efficient work in behalf of the Association during the past two years. The motion was carried.

Mr. Sherman read the report of the committee on arbitration. Mr. Work moved that the committee's report be considered by sections. Carried. The report was tabled during its reading, on motion by Mr. Cortelyou.

Mr. Cortelyou read the report of the committee on compensation, as follows:

This committee recommends that Mr. Hieatt be allowed $200 in cash for past services as president of this Association. We recommend, also, that the salary of the president shall in future be $200 per year. We recommend that the salaries of the directors shall be $100 each per year, and we recommend that the directors adjust and allow all salaries of other officials.

A general discussion followed the reading of this report. Mr. White moved its adoption and the motion was carried.

The report of the committee on resolutions was read by Mr. Cortelyou. Mr. White moved that the resolution offered by H. Work be amended by making the dues of members $10 instead of $8 per year. Carried.

Mr. Cortelyou continued the report of the committee by reading the following resolution:

Whereas, The work of the Check-Weight Bureau of the Kansas Grain Dealers' Association has plainly revealed the fact that the present system of weighing grain under the control of the Inspection Department of the state of Kansas is altogether unsatisfactory, and in many cases subject to criminal carelessness at the hands of the state weighmasters; and

Whereas, The Kansas Grain Dealers' Association has organized and successfully maintained for two months the Check-Weight Bureau that has reduced the shortage to a minimum, and plainly proven the inefficiency of the present system; therefore, be it

Resolved, That it is the sense and will of this Association in annual meeting assembled, that the present system of weighing of grain in all public elevators in Kansas be abolished and that this Association pledge itself to do all in its power to have the necessary legislation passed at the present session of the Legislature of Kansas to accomplish this end.

Mr. Coates moved as an amendment to the resolution that the matter be referred to the legislative committee, which should formulate suitable legislation upon the subject and should also try to meet a similar committee in Missouri and consider the question together.

Mr. White moved as an amendment to the amendment that the legislative committee be instructed to get competent legal talent to advise them as to the constitutionality of the law that would allow the Check-Weight Bureau to do the weighing of the grain at receiving points in Kansas; and if it is determined by the committee that such law could be passed, they should be instructed to prepare a bill and use their influence to have it passed through the present Legislature.

On motion the resolution was adopted as amended.

Mr. Cortelyou read the resolution offered by Mr. Work in regard to changing the present rules of inspection of grain. It was moved that the resolution be laid on the table. Carried.

The secretary read the following resolution as an amendment to the Constitution and By-laws:

Resolved, That members who have more than one elevator pay $2 per house in addition to their regular dues.

After discussion the resolution was adopted.

The special committee appointed on the resolution regarding incorporating under the state laws of Kansas reported that in their opinion it would not be advisable to incorporate at this time.

Mr. Cortelyou read the following resolution:

Resolved, That this Association advise and instruct all shippers finding cars unfit for loading of grain report same by car number and initial to Secretary Smiley, and also that the check-weight committee be instructed to do the same on all cars as found by the check-weighmen at Kansas City; and that Secretary Smiley then be instructed to make up the list and notify the several railroads that these cars are condemned as unfit for loading.

The resolution was adopted.

Mr. Work moved that the thanks of the Association be tendered the grain trade journals represented at the meeting for their attendance and work in behalf of the Association.

The meeting adjourned sine die.

CONVENTION NOTES.

There was not a dull moment during the two days' sessions.

The political situation in Kansas was not discussed at the meeting.

The machinery men present: Edward A. Ordway, Kansas City, Mo., representing the Invincible Grain Cleaner Company of Silver Creek, N. Y., and

Robert T. Pearce, representing the Great Western Manufacturing Company of Leavenworth, Kan.

J. H. McLeod had on exhibition the McLeod Automatic Grain Scale at the second day's session.

The dealers were all agreed that in respect to accommodations at the hotels, there was decided evidence of "shortages."

The following dealers attended the meeting: L. Cortelyou, Muscotah; H. Work, Ellsworth; E. J. Smiley, Concordia; N. B. Hieatt, Willis; J. D. Rippey, Stafford; B. F. Cary, Freeport; M. H. Roller, Circleville; L. H. Hammett, Schroyer; M. T. Williams, Colwell; E. Barrett, Wellington; W. G. Moodie, Wellington; S. E. Cole, Harper; W. H. Joslin, Randall; C. Knox, Belle Plaine; C. M. Wilkinson, Wamega; J. M. Flint, Wellsville; J. V. Burroughs, Plainville; T. Lee Williams, Peabody; L. Noel, Glasco; H. W. Kueker, Niles; R. B. Gibbs, Morrill; William Astle, Haven; O. A. Higgins, Stockton; H. L. Strong, Coffeyville; J. T. White, Ada; W. T. Buck, Vliets; A. D. Crotts, Pretty Prairie; Frank Thoman, Summerfield; H. A. Wynn, Perth; F. H. Bennett, Clifton; M. J. Thorstenberg, Lindsborg; L. A. Townsend, Andale; C. E. Smith, Effingham; L. H. Boyd, Russell; C. W. Lord, Delphos; A. D. Blanchard, Bennington; E. D. Morgan, Coffeyville; T. L. Ewan, Topeka; T. C. Rodgers, Beloit; E. M. Bailey, Baileyville; A. T. Pierce, Effingham; G. N. Consley, Kansas City; J. H. McLeod, Marietta.

Among the grain commission men present were: P. F. Lucas and G. S. Carkener, of Goffe, Lucas & Carkener, Kansas City, Mo.; F. P. Lint, representing The Greenleaf-Baker Grain Company, Atchison, Kan; Edson Gregg, representing Chas. F. Orthwein & Sons, Kansas City, Mo.; J. S. Macauley, representing the E. K. Nevling Grain Company, Wichita, Kan.; Robt. F. Coates, representing the J. H. Teasdale Commission Company, St. Louis, Mo.; W. A. Hinchman, representing the Kemper Grain Company, Kansas City, Mo.; J. W. Bomgardner, of the Bomgardner Grain Company, Kansas City, Mo.; Samuel Hardin, of Samuel Hardin Grain Company, Kansas City, Mo.; Frank Barrett, manager of Barrett Grain Company, Kansas City, Mo.; S. A. Berry and Alfred Hertz, representing Hall & Robinson, Kansas City, Mo.; W. S. Washer, representing S. R. Washer, Atchison, Kan.; A. C. Sherman and A. F. Sherman, of A. C. Sherman & Son, Topeka, Kan; J. C. Goings, Topeka, Kan.; M. McCoy, representing J. C. Goings, Topeka, Kan.; C. W. Hoyt, representing the Midland Elevator Company, Kansas City, Kan.; E. Wood, of Wood Elevator Company, Minneapolis, Minn.; B. C. Christopher and Stanley Christopher, of B. C. Christopher & Co., of Kansas City, Mo.; Allen Logan, of Paxton & Logan, Kansas City, Mo.; William Murphy, of the Murphy Grain Company, Kansas City, Mo.; W. A. Croysdale, of W. E. Croysdale & Sons, Kansas City, Mo.

Minneapolis receipts for 1898 were 77,000,000 bushels, against 72,801,530 bushels in 1897.

The wheat receipts of Minneapolis in 1898 reached, in round numbers, 77,000,000 bushels. The manufacture of 14,280,000 barrels of flour means the consumption of 60,000,000 bushels of wheat.

For the first eleven months of 1898, Portland, Ore., loaded 232,775 tons of grain in 132 vessels, compared with San Francisco's 123,094 tons, shipped in 72 vessels, and 89,532 tons, shipped in 46 vessels, by Washington ports.

The statement that a $50,000 transfer elevator will be erected at Michigan City, Ind., thus establishing another lake grain port, is revived. The company named is the Indiana & Michigan Dock & Transportation Co., in which C. H. Rawlins of Chicago is said to be interested.

The state weighmaster of Minnesota reports that his department in 1898, at 39 grain elevators, 24 mills and 3 railroad yards, on over 200 scales, hopper and track, weighed 231,017 cars, or 171,010,877 bushels, of grain, not including 4,346½ wagon loads, or 2,684 cars, of feed. The net cost of the work to the state was $16,505.23, over and above $39,179.71 received in fees.

CHECK-WEIGHT BUREAU.

[Report to the Kansas Grain Dealers' Association by L. Cortelyou, chairman of the check-weight committee.]

Previous to the formation of the Kansas Grain Dealers' Association there were two great evils that existed in the grain trade: Short weights at terminal markets and undue competition among the local dealers. The last was the fault of the shippers themselves and has been by them remedied. It was in their power to remedy this at any time, but it was not done until the organization of the Association. It took the moral suasion of the organization to accomplish it, and thanks to the good sense of our country dealers it was accomplished quickly. The other evil, short weights, was not so easily cured, because it was something over which the Association could not exercise any direct influence. As long as we fought this evil singly we grain dealers could do but little, and only in isolated cases were we able to do anything toward remedying the evil. I think these were the causes that led up to the formation of our Association, rankling as they did in the hearts of the country dealers, and, unable as they were, to fight singly with any hope of accomplishing anything, they decided to try whether there was any truth in the old adage, "In union there is strength." After the organization of this Association it was but a very short time before its influence was felt in the way of correcting the evil of undue competition. But the other was a hard nut to crack and caused much earnest thought and serious consideration to your board of directors.

We tried various schemes and accomplished but little. One of the results of our efforts was the appointment of the short-weight committee by the board of directors of the Board of Trade in Kansas City. This committee was appointed to adjust all differences growing out of short weights between the Kansas City receiving houses and the country dealers. It was composed of one of the receivers, one of the elevator men and one railroad man. They had charge of all claims of this kind and their decision was final. They did a good work, but were soon swamped by the number of cases that came before them and could only adjust them but slowly. But this was not a relief, from the fact that they sought to remedy the shortage after it had occurred, not before, and had no power or method of preventing the shortage.

But the problem of short weights coming before the board of this Asssociation, and the numerous complaints filed by the shippers, began to press heavily on the board, and it became an absolute necessity that they should find some remedy for the evil.

[Mr. Cortelyou then went extensively into the history of the negotiations which resulted ultimately in the establishment of the Check-Weight Bureau. He also described at length the modus operandi of that bureau, most of which is given in the convention proceedings elsewhere. Continuing, Mr. Cortelyou reports as follows:]

I do not want you to understand me as claiming that all the shortage was the fault of Kansas City. Part of it was due to poor cooperage, and grain was thereby lost in transit. Another part was due to poor equipment furnished by the railroads; and those who have had experience with our check-weight bureau and have seen our check-weight tickets will readily see how these tickets were a means of educating the country shipper as to the condition of his cars on their arrival at Kansas City.

Our check-men were given particular instructions to note the seal record, condition of the car, its cooperage, and if leaking, to so note on ticket and give the particular spot in the car where leak was; and these reports, going back to the country shippers, have educated them so that as a result but a small per cent of the cars are now found leaking from poor cooperage that were so found when your committee first took up this work.

As to poor cars and the shortage resulting therefrom, I will say nothing, for the shipper who will load a poor old rattletrap of a car that is unfit for loading can expect nothing less than to lose his grain. You will know that some of the shortages come from causes which the railroads are certainly responsible for, such as wrecked, jammed or broken-down cars. This system of notation by our check-men proves these facts before the seals are broken, and their evidence, as taken from the check-weight ticket, gives us a legitimate basis for a claim against the railroad company which they cannot and do not ignore. They have paid a number of claims that have been established through just this evidence.

When this matter of shortages was first taken up by your official board it was claimed by the elevator men, members of the Board of Trade of Kansas City, that the cause of the shortage so continually and regularly reported to our Asssociation by the country shipper was not the fault of the elevators, but that the fault all lay with the country shipper; that he did not put the grain in the car, or did not weigh it correctly, or else added to his weights to make up for what it might fall short. The spirit manifested was, "We are all right and you are all wrong." Gentlemen, it has been a matter of great satisfaction to your board of directors and check-weight committee to be able to prove that what we claimed was true—that there was a cause existing in Kansas City for the shortages which the country shippers had claimed in their shipments. We have proved that the country was not always at fault. We have proven to our satisfaction and their confusion that there were shortages existing in the Kansas City elevators, and we have discovered the causes for these shortages, and our record as kept by our supervisor, Mr. Consley, has proven it. The work of our check-men has proven it; and speaking for the majority of our committee, I will say, "Our own eyes have seen the proofs." Now, I do not wish to do injustice to anyone, and I believe that many of the facts discovered at the different elevators were as much of a surprise to some of the elevator owners as to your committee. I am sure some of them did not know to what extent some of their employes were taking the "rake-off," as they called it.

The foreman of the elevator wants his house to overrun at the clean up, and so starts taking a little "rake-off." That comes so easy that it soon grows into a big one, and he becomes a dishonest man. The most common way these shortages occurred (and by that I mean the small, persistent shortages of from 300 to 600 pounds per car that many shippers thought were bound to occur on every car of grain shipped to Kansas City) was by not cleaning out the cars. In unloading, the men left an indefinite amount of grain in the car, and then having an arrangement with some one to gather this up as sweepings, they sold it back to the elevators for a nominal price, or sold it outright to some feed store or made some such disposition of it. Our check-weight bureau has broken this up, and one of these men was so bold as to berate our check-man at one of the elevators and charge him and us, through him, of being hard-hearted people, in that we had robbed at least 100 families in Kansas City of a chance to make an honest living.

Now, in giving a detailed account of our discoveries in Kansas City through our check-men, it is not my wish to injure any elevator or firm doing business there or to do them any injustice. But our members in the country have supported this bureau by their contribution of 25 cents per car, and it is their right to know, else how can this committee do its duty to its supporters? I have mentioned no names under any circumstances, and only facts—such facts as can be substantiated and proven by our check-men.

The following is a California story, and is interesting as an earnest of California's performances in that direction, to say nothing of the crops: A. C. Neighbors (living in Downey Township, near Los Angeles) irrigated in December last ten acres and seeded it to barley. In May he harvested twenty tons of barley. In Juue he planted it to corn, and in October he husked and shelled forty bushels to the acre. The land was never irrigated after it was sown to barley.

PUBLISHED ON THE FIFTEENTH OF EACH MONTH BY

MITCHELL BROS. COMPANY

(INCORPORATED.)

OFFICE:

Howland Block, 184 and 186 Dearborn St.,

CHICAGO, ILL.

A. J. MITCHELL, - - - Business Manager.
HARLEY B. MITCHELL, - - - Editor.

Subscription Price, - - - - $1.00 per Year.
English and Foreign Subscription, - - 1.50 " "

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JANUARY 15, 1899.

Official Paper of the Illinois Grain Dealers' Association.

Chicago grain shippers confess themselves disappointed by the steadiness of east-bound freight rates. They have already lasted more than ten days and it looks as if the railway people had turned over a new leaf.

The Ritzville Alliance Warehouse Company of Ritzville, Wash., is a rara avis among farmers' grain forwarding companies, having in December declared a dividend of $1,000 ($3.50 per share), in addition to one of one-half cent a bushel on all grain hauled to the warehouse during the year. The recipe has not been sent East, apparently.

The Iowa-Missouri Grain Dealers' Union doesn't "put on much style," so to say, but the report of the Creston meeting, page 279, indicates that it is doing its work in most excellent way, just the same. Its territory is harmonious, its sphere of influence is widening by natural accretion of members, and it offers positive benefits of a substantial kind to new members at a minimum of cost. Can the Iowa grain dealer ask for more?

The Illinois reader's attention is called to the circular letter printed in the "Communicated" department, issued by Secretary Tyler of the Illinois Grain Dealers' Association, relative to the repeal of the present warehouse law of Illinois. The Legislature being now in session, the repeal campaign is, of course, on, and by the time this item shall have appeared in print a number of bills for repeal, etc., will have been introduced, no doubt. It is, therefore, important that those who feel a proper interest in this great question should express themselves either to Secretary Tyler, as suggested in his circular letter, or to their representatives at Springfield, or both.

It is rumored in malting circles of Chicago that the recent ousting of two or three of the company's malt house managers at Milwaukee by the American Malting Company means the erection of one or more new malting plants by the retired managers, who were formerly owners of the houses they have until now managed for the American. The new Northwestern Malt House, at Cragin, Chicago, is about ready for the machinery (Saladin pneumatic system). This company has already housed a large quantity of barley, which has been sold as malt for future delivery. With all these new houses looming up on the horizon it would not be impossible one day to develop a "hot time" in malt.

THE GRAIN TRADE IN 1898.

In several important aspects the year just closed was one to be remembered in the grain trade of the country. The volume of business done was eminently satisfactory and the exports of grain indicated a degree of general prosperity, the best index of which was the record-breaking exports of the year, the largest in the country's history, with the smallest imports since 1885. The wheat crop was the largest ever known in the United States, aggregating fully 630,000,000 bushels. For the calendar year ending December 31, the exports of wheat and flour were 219,950,000 bushels, as compared with 168,000,000 bushels for the preceding year.

For range of prices, also, the year was a record-breaker in wheat, the extremes being $1.85 per bushel in May and .62¾ in September. The causes leading to this wide fluctuation need not be retold in this connection. The Leiter deal will doubtless remain for many years to come the most remarkable event that has ever occurred in the American grain trade. The story of it is too well known and the facts too recent to be detailed in this connection.

The corn crop was not as large as was anticipated, but the export movement was phenomenal. For the calendar year ending November 30, the exports amounted to 185,000,000 bushels, and for the fiscal year ending June 30, to 207,000,000 bushels, the largest ever known. In Chicago No. 2 corn covered a range of 11 cents between the highest and lowest prices.

Oats was a good crop, fully 700,000,000 bushels, with an export for the year of 50,000,000 bushels, a trifle less than the year before.

While there were times during 1898 which were rather hard on grain men, the year can be pronounced satisfactory, and the trade has no cause to complain of being slighted in the general prosperity. The war did not prove the exciting factor that many thought it would, though it still leaves its trace in the annoyance and expense of paying taxes on grain handling transactions. Elevator building was active all through the year and the sales of grain handling machinery, the best index of the trade's prosperity, were the largest in years. One of the best results of the year's business is the conviction strengthening everywhere that we have entered upon a long period of business prosperity, and we trust the results of 1899 will fully bear out this feeling of confidence.

FARMERS' ELEVATORS.

The farmers' elevators continue to have trouble, demonstrating that however easy it is to run a country elevator on paper, it is something different when one gets at it in earnest.

At Halstead, Minn., the farmers' manager, just like any common mortal, got into a row with his neighbor, and in his endeavor to get all the grain in sight paid a cent premium over the market. All concerned are now very, very sorry for it. But they admit that those little episodes answer very well as substitutes for the vaudeville show at the grain stations.

The cause of the failure of the farmers' elevator at Coon Rapids, Iowa, is not stated, but it probably was the result of inefficient management, for the house has been closed. A local recorder of the elevator's fate, however, says the intention was to have a man run the business who would be paid a salary for his service, the farmers taking all the profit of the business, and that it looked easy; but, actually, the farmers interested found out what good business men have known for several years, that competition in the grain business, as in all other lines, is very close and margins very narrow, and that it requires excellent management to succeed in the business of forwarding grain, and that, even with that, many failures are reported. However, notwithstanding, as the poet says, "the roses fall," the next year's crop will be as prolific as ever, no doubt.

"GOOD WILL" IN THE COMMISSION BUSINESS.

Some years ago surprise was general when a prominent Chicago Board of Trade firm, doing perhaps the largest commission business in the West, simply quit business because the partners wanted to retire. It was commented at the time that the "good will" of such a business as the firm was known to be doing must be worth a great deal of money, and it was thought peculiar that the business was not sold and the firm name continued by other parties.

But a recent decision of Judge Tuley of this city puts another view on the matter. The case was that of one of the heirs of Daniel Butters against the firm of Frank G. Logan & Co., practically for an accounting of the good will of the firm's business, as an equity in the good will was claimed as an asset of the deceased, who was a partner in the firm. Mr. Butters held a five thirty-seconds interest in the business and his equity in the good will was claimed to be worth $60,000.

Without going over the facts of the case in detail, we will state that the court held that the good will of a commission business was an intangible asset and entirely different from that of a business dealing in merchandise. It is said that this is the first attempt to make the good will of a commission firm a tangible asset. How far the court may have been influenced by the fact that the firm of F. G. Logan & Co. was established long before the deceased entered it, and that F. G. Logan was a surviving partner, does not appear. But it

was apparent that the good will of a commission business appeared to the judge as an asset too inseparably connected with personality to be regarded as a tangible asset that could be treated the same as ordinary good will.

THE TEXAS RAILROAD PROBLEM.

The most serious problem the Texas Grain Dealers' Association has to solve is the matter of freight rates, and this, as one might say, in the vernacular, is a "corker." The difficulty in the case is the recent decision of Judge McCormick, enjoining the tariffs prescribed by the Texas Railroad Commission.

The United States Supreme Court has hitherto ruled that a state, through its laws or the regulations of its railroad commission, cannot prescribe rates so low as to prevent the roads from earning their operating expenses, including betterments, interest on their debts and a dividend for shareholders. The Texas Commission, therefore, undertook to fix a valuation on the roads as the basis of tariff to be prescribed, which would conform to the ruling of the United States Supreme Court as stated, and in the face of affidavits of officials of the H. & T. C. R. R. that its cost aggregated $63,000 a mile, the Commission fixed the valuation of that road at $21,000, and other roads in proportion, and then made up their tariff.

This tariff Judge McCormick has enjoined. As a result, the railroads are masters of the situation and in a position to make such rates as they see fit. Rates have accordingly advanced sharply since the decision was rendered, both to state terminals and from Texas initial points to foreign state terminals, such as a grain rate of 20 cents to Mississippi River crossings, 25 cents Fort Worth to New Orleans, 15-cent export rate to Galveston, etc. The Texas association has entered its protest with the roads at the increase, but without relief as yet, so far as we are informed.

THE TRACK-LOADER'S WOES.

The path of the track-loader is not always strewn with flowers. This is likely to prove the case when he goes into business in the town where he lives, and particularly when the crop is not of uniform quality. Not long ago one of the ancient but unhonored fraternity shipped several cars of wheat to a miller down in Ohio. The miller put up a large-sized kick, as well he might, for there were all kinds of wheat in the lot—good, bad and indifferent. He declined to pay for it or take it, and volunteered to pay the expenses of the track-loader to visit and inspect the grain if it did not show up exactly as he said it was, which was pretty near "rejected" instead of No. 2.

In this particular case the loss figured between one and two hundred dollars. Track-loading offers peculiar opportunities to the dishonest farmer. Further, the track-loader cannot well separate different grades of grain as the farmer offers them, nor can he well decline to receive off-grade grain without giving offense. As a matter of fact, he is at a distinct disadvantage with the regular dealer in years when the grain is not all uniformly good, especially if the regular dealer is fixed to clean and grade grain. He can hardly last long in one place in competition with the regular dealer who keeps open house. Unfortunately, it is the semi-occasional buyer who makes trouble; the fellow who comes along and skims the trade and then departs. He has no expenses and pays no taxes. He is really the chap that makes the scoop-shovel problem. Were it not for him track-loading would be abandoned as a make-shift and antiquated way of doing business. It could not last in competition with the shrewd and energetic regular dealer. And until he can be regulated or muzzled the regular dealer must have his periodic woes as well as the track-loader.

BANKS AND BILLS OF LADING.

The abstract of the decision of the Texas Court of Appeals in the case of Landa vs. Lattin, published in the December issue of the "American Elevator and Grain Trade," took the trade by surprise, although since the abstract appeared in this journal, certain commentators have discovered, as does the New York Journal of Commerce, that "it appears to be in accordance with previous adjudications in analogous cases," which is news, indeed.

Of course, from the standpoint of the receiver the decision is, as one commentator has said, "a common-sense judgment;" for, should the principle held by the Texas court be generally accepted as a principle of commercial law, the receiver certainly would be made more secure. But our correspondents, in the department of "Communicated," do not look upon the matter in that light. As shippers, the majority of grain men feel that the "common-sense" view is the common one, to wit, that the banks in all such transactions must be regarded "as merely third parties or agents acting for their customers or principals, and that any difficulties arising similar to those in the case referred to are matters for settlement between the principals, without involving the bank other than in a purely technical manner."

Of course, the position taken by the Texas court is a plausible one. The diligence required of the banks in their efforts to protect themselves for moneys advanced, the court says, "should extend to an inquiry as to the value of the articles upon which they make advances." In a single case, it would not, perhaps, be an inconvenience to a bank to do this; but in a multitude of cases it would be practically an impossibility for a metropolitan bank to do this; and as a matter of course, if they should be required to do so in every case, the whole commercial system involving the drawing of drafts upon consignees, attached to bills of lading, would fall to the ground. And although considerable comment upon the decision and upon the vices of it appears in our "Communicated" department of this number, no one has suggested a practical substitute for the present system, the opinion being that the Texas doctrine will never become a part of the working commercial law of the land generally.

Although both bankers and their customers have held, as do many of our correspondents, that the general application of the Texas doctrine would put a stop to advances on bills of lading, a Toledo authority suggests that this would not necessarily be so; that bankers could, as they should now, where they have any question as to the value of the draft and bill of lading or its maker, indorse the same, as on a note, "without recourse, hold for arrival of car," and thus the business would be done, as before, without the element of loss that the Texas ruling on Texas law has so completely corrected.

However, this is all just now problematical. The old system is still in vogue, and will be "until further notice."

THE KANSAS ASSOCIATION.

The annual report of Secretary Smiley, published on another page, will be interesting reading to Kansas grain dealers particularly, and suggestively so to all others. It tells in detail what association work means when carried on by practical men in a practical way, and what intelligent work may accomplish. The report, therefore, is recommended as strictly in the line of "useful literature."

And yet the Kansas grain dealer is but a type of the average man, who is always willing to let someone else do the work, as the patriotic A. Ward was to sacrifice his wife's relations to preserve the Union! Mr. Cortelyou, in a paper on members' duties, made this clear. His complaint is this: The most important work of this Association for the year was the establishment of the Check-weight Bureau, which has been a remarkable success. In order to get the best results from the Bureau, however, it is essential that duplicate invoices be filed by shippers with the office at Kansas City. The duplicate invoice, or shipping notice, is a blank form addressed to the Bureau manager, which provides for the insertion of a date and of the statement that "we have this day shipped the following cars," giving numbers, initials, road shipped over, kind of grain contained, destination, receiver's name and shipper's weight in pounds. When the cars arrive at Kansas City, or other terminals in the state, and are weighed, it is intended that the weights then taken by the checkman shall be compared with those given by the shipper on his shipping notice. Any discrepancies can then be noted, and the party in error can be located, while the efficiency and value of the Bureau itself would be disclosed by the records of the office, which, theoretically, should cover every carload of grain shipped to Kansas terminals by every member of the Kansas Association.

It appears, then, from Mr. Cortelyou's paper, that the success of this institution, which should be a pride to every member of the Association, has been attained in spite of the failure of many shippers to fill out and mail the shipping notices, which must be used by the Association's men at the terminals to check his car weights. This failure of many shippers to coöperate as they might, and as they are expected to do, with the officers of the Association, emphasizes the high character of the latter's services, as well as the essential excellence of their method for putting an end to the short-weight nuisance—a plan which must be the basis of all similar work at other terminals where this nuisance still prevails.

The association meeting reports are good reading this month.

EDITORIAL MENTION

The Hon. Jos. Chamberlain makes the remark that "competitors have rights." But then the Hon. Joseph was never in the grain business "out West."

Some interesting papers prepared for the Kansas meeting, as well as illustrated matter, are crowded out of this number; but they will be just as good reading next month.

As we go to press the constitutionality of the present warehouse law of Illinois is being argued before Judge Tuley, in the "contempt of court" case mentioned last month.

The pre-election heat about the grain inspection department of Minnesota has cooled so very much that the new governor in his inaugural says that no new legislation is necessary for that department.

Some of our contemporaries were so much in haste to get before their readers an abstract of the Texas "banks and bills of lading decision" that they forgot to give the "American Elevator and Grain Trade" proper credit for the discovery of the case.

It is hardly news, but, to be in the fashion and to make the annual record on the subject, it may be remarked here that the grain car famine has this year been even more severe than usual, and has caused an immense amount of loss and anonyance to dealers.

Brokers everywhere in the country complained that 1898 was a year of merchandising and not of speculation. The present year will hardly be characterized in that way, for if we are to judge by the great number of "branch commission houses" starting up in the smaller towns and interior cities, the rural populace is getting to be very "sporty" indeed as the new year grows apace.

The German farmers are said to be "objecting" to the proposed American Corn Kitchen at the Paris Exposition, on the ground that if the common people of Germany find out what a wholesome and cheap food corn is they will eat less German rye. Now, if there is anything else American the German farmer has not yet objected to he might take the world by surprise by naming it.

The state weighmaster of Minnesota adds his testimony to the indefinite character of the "carload" as a measure of quantity in grain contracts by saying that in 1890 the average weight of a carload of grain was 579 bushels, in 1891 it was 593 bushels, 629 bushels in 1892, 634 bushels in 1893, 642 bushels in 1894, 671 bushels in 1895, 715 bushels in 1896, 727 bushels in 1897, and in 1898 784 bushels. Farther south the size of a carload is growing even faster, perhaps. At Atchison, Kans., on January 5, the Greenleaf-Baker Grain Co. loaded a car for Baltimore which carried 1,750 bushels of corn, while Denton Bros. of Leavenworth, a few days before, sent a car to St. Louis which carried 1,600 bushels of corn.

McCray & Morrison of Kentland, Ind., operating at Earl Park, when their railroad failed to furnish them with cars, solved the problem by hiring fifty teams and hauling their stuff from Earl Park across the country a few miles to another road which would supply the cars. A little more such nerve might help to solve the car shortage problem.

The Erie Canal enlargement will be the one measure in the New York Legislature this winter which will be watched with interest all over the grain-growing Northwest. The importance of the Erie and Canadian canals to the cereal producers of the Northwest can hardly be overestimated, being, as they are, and will be for some years to come, the arbiters of freight rates to the seaboard.

The grain blockade at Buffalo, though culminating at the very end of the navigation season, has stirred the Canadian carriers and forwarders to the thought that they can get some of the trade by going after it. Canada lake towns, therefore, are alive with grain-carrier schemes this winter. And the West and Northwest is quite willing to keep shouting that "competition is the life of trade."

The Minnesota Supreme Court has declared the law providing for seed grain loans to citizens of the state is unconstitutional, on the ground that the fundamental law of the state provides that "the credit of the state shall never be given or loaned to any individual." The court, however, with unusual evidence of thrift and regard for the treasury, holds that the statute is not so much defective as to prevent the state's collecting the balance due on loans previously made, amounting to about $41,000.

The number of cars of grain received in bad order at terminal points in Minnesota, according to Chief Inspector Clausen's report, suggests a deal of carelessness somewhere. Of 219,741 cars, 1,947 were received in bad order. Of these 682 were found not sealed, 532 with seals broken, 351 with end door open, 197 with side door open, 132 with leaky grain doors, 20 leaking at side of car, 26 leaky at end of car, and 7 leaking at center pin. Nearly two hundred cars actually leaking grain shows one very fruitful source of shortage, to say nothing of thefts from open cars by track thieves.

At about every session of Congress for the past dozen years, one or more bills have been introduced providing for export bounties on agricultural products. Senator Hansbrough of North Dakota is the promoter of the idea at the present session and brings it forward in an amendment to the Hanna-Payne ship subsidy bill, providing for a bounty of $2.00 per ton on exported agricultural products. He figures that the bounty would be paid on between 16,000,000 and 17,000,000 tons of produce yearly, and, accordingly, would give a premium of from $30,000,000 to $35,000,000 annually to the foreign consumer. For that is what an export bounty means. The American producer and handler would not share in it. The government would practically guarantee so much of our bill against foreign countries for food supplies as the bounty amounted to.

Vice-Consul Blom at Copenhagen confirms the previous reports from Denmark that American corn arriving there is dirty to the extent of 3 to 5 per cent. As some of the corn ships directly referred to by the officer was sailed from Baltimore, shippers there deny the consul's statement, and claim that "the whole thing is an attempt to discredit cargos from Atlantic ports," though the probable motive does not seem to be very clear.

An elevator employe at Greenville, Ill., while shelling corn recently, was horribly injured by catching his overalls to a set screw while oiling a shaft. His right foot and leg were drawn under the shaft and literally ground to a pulp. One wonders how many more set screws there are in other elevators lying in waiting for a similar chance to get in their deadly work, which might be robbed of their prey by the exercise of a little ingenuity.

Cincinnati grain shippers have been endeavoring to have rates on grain to the South readjusted so as to put that city on an equality with other initial points north of the Ohio, and allow Cincinnati men to do some business that way. The agitation culminated December 16 in a public meeting, at which the shippers were addressed by the railroads' chief rate-maker. The speech and discussion were just "beautiful," as Patrick might say, and the grain men "were much pleased with speaker's frankness and decision;" but next day it was decided by the shippers to hold another meeting to find out what it all meant.

The Chicago inspection records during December show that 38 per cent of the corn arriving from Illinois inspected below No. 3, compared with 3 per cent last year, which suggests the thought that grain driers would be good property at country stations. As it is, the big city houses, having drying plants, are now taking off all the cream of the profit there is in drying corn. When it appears, as is not infrequently reported, that the quality of corn bought by some dealers is such that they do not have a single car grade No. 3 for weeks at a time, it is evident the profit in drying grain is not to be despised.

Indiana has developed a Joe Leiter II. His name is Louis M. Litman, and, like Joseph I, his father is said to have a checking account at a bank. Litman fils, we are told, is engaged in an effort to amalgamate the wheat growers against the [other?] manipulators of the boards of trade, selah, and has secured options on thousands of bushels of wheat held by farmers in Ohio, Indiana and Michigan. These options, we are further enlightened, are cinched by a money consideration, and when the price of the cereal advances the grain will be massed and sold. But suppose the price should drop? Litman has, we are informed, "the backing of large capitalists, and speculators believe that he will bring his undertaking to a successful conclusion." That's what Joseph I et père

thought, but somehow it didn't work. But then, as the vaudeville artist remarked, "Joseph wasn't a speculator—he only thought he was!"

An Indiana elevator was set on fire the other day by "spontaneous combustion in the dust bin." The local historian says, "No damage was done except to the engineer, who lost his head." The owner is fortunate. Next time fire tampers with dust around his premises he may lose his own head or his elevator, and wonder what hit him. Better clean up, friend; dust seldom goes off easy twice in succession in the same elevator.

The Kansas City Board of Trade, in order to facilitate speculative deals in wheat options on that floor, has voted to allow sellers to tender warehouse certificates instead of certificates of wheat in cars. The elevators whose certificates shall be considered regular will be required to be authorized by the Board to issue them. It is expected this step will keep a good many "hedging" orders at home which hitherto have come to Chicago.

The loading fee, as compensation to the grain dealer, is just; but there are, perhaps, grain dealers who would be satisfied with less. For example, at Yuton, McLean County, Illinois, there were last year shipped 150 cars of grain and twelve cars of live stock, not to mention $600 worth of passenger tickets, yet there is at the railway station neither depot, nor freight house nor any other accommodation for the public—not even shelter.

Alfred L. Fraser, of the general freight department of the New York Central & Hudson River R. R., with office at Yonkers, N. Y., has compiled a "Table of Legal Weights" of all agricultural and mineral products, by the bushel, in all the states of the Union and Canada. The figures are official and are accompanied by all necessary explanations. The "Table" is of convenient size for the pocket, is bound with stiff cloth covers and sells at 50 cents. The same author has published a book of "Rules and Regulations Governing Freight Traffic," a manual of practical information for railway employes and shippers, a book of 200 pages, which is sold at $2. Both books, which will be found useful by our readers, will be sent from this office on receipt of price named.

An Illinois grain dealer writes us for particulars regarding the Spring Valley case, where the Appellate Court held the grain dealer liable for purchasing grain from a tenant farmer who had not paid his rent to the landlord. As a matter of fact, the court could hardly do otherwise under the state law as it exists, which is unjust and is rank class legislation in behalf of the owner of farm land. The law impounds the produce of farm land, while it does not reach the product of a rented factory or mill. The grain dealer is made a part of the machinery of rent collection by having a financial responsibility thrust upon him that is unreasonable. Those who rent other property than farm land are supposed either to take the risk or else secure themselves against loss by the indorsement of other parties. In the case of farm land, however, the law steps in and protects the owner by making the grain dealer guardian of the landlord's interest. The law should be repealed.

The annual frolic of New Year's on 'Change took a new turn this year, and only at Philadelphia and Duluth did the old-time horse play of smashing pig-skin bladders and sample bags of flour obtain. At Chicago and Kansas City board of trade talent gave capital amateur musical entertainments, while at Baltimore the members hired a professional company to entertain them. The ancient tomfoolery has seen its day and is passing and everybody is satisfied to have it so.

The Farmers' Grain Elevator Company of North Henderson, Ill., on the 7th inst., held a meeting of stockholders to take steps to close up the business and quit, while at St. Louis the Farmers' Elevator Company is in financial straits. In the meantime, 75 sages of the Minnesota Farmers' Alliance have just organized a Grain Growers' Coöperative Association, to build an elevator at Duluth to handle their own grain. There are always plenty of men in the world who win out where others fail, of course. The Minnesota farmers may be of that sort. If they succeed better than their colleagues at St. Louis they must somehow avoid the latter's blunders of trying to run a business that shall give the stockholders all the benefit without at the same time expecting them to put up any money. This is the sort of coöperation that counts, for, of course, if a farmer has got to "put up" for the benefit he may receive, what would be the use of coöperating?

Elevator owners who have houses which are up to the required standard, from an insurance standpoint, will be interested in the publication, on another page, of the twenty-third annual statement of the Millers' National Insurance Co. of this city. The interest will be twofold: first, the actual saving made in the cost of insurance to parties whose elevators, mills or other property is insured in this company, and, second, the character of the insurance offered. During the whole period covered by the life of the company the cost of insurance has averaged about half the basis rate. The last year it was only 40 per cent of the basis rate, which would be equivalent to a return premium or dividend to policy holders of 60 per cent if the full premium had been collected, as is done by some of the Eastern mill mutuals. But according to the plan followed by the company, assessments were made only to cover the losses, and these amounted to only 8 per cent of the deposit notes. The Millers' National Insurance Co., since its formation, has consistently followed a line of policy which has contemplated the cheapest possible insurance to the insured compatible with safety, and to this end it has strengthened itself until now it is in a position which is practically impregnable. Its record of $2,694,160.14 losses paid since organization, its net cash surplus of $453,094.49, and surplus of $2,283,646.14 over liabilities bear witness to the splendid business management that has characterized the company. Elevator men should investigate the company's plan. They can save money in premiums.

IN THE COURTS

Bernard Duenhaupt has sued the Hill-Smith Elevator Co. et al. at St. Louis for $5,000. He was injured while at work in an elevator shaft in the building of the Hill-Smith Co.

The Middle Division Elevator Co. and the Village of Cornell, Ill., are at law over the matter of a driveway to the elevator, the village authorities having destroyed the driveway on the ground that it was an obstruction to the highway.

Miss Bell Butler has secured from the court an order for an accounting from the Montgomery Grain Co. of Kansas City, of which she owns $3,333 of stock, but for which she received no certificates nor a share in the profits. The company then appealed but the Supreme Court ruled against it, and having refused to obey the mandate of this court the company has been cited for contempt.

J. C. Tryon & Son have sued the Los Angeles Hay, Storage & Supply Co. at Los Angeles for $4,200, being the balance of the value of hay and grain burned after the insurance company had paid the amount of insurance carried, $4,700. Plaintiff claims that the hay and grain were stored under certain guaranties as to watchmen, etc., which conditions defendant did not fulfill.

The Chicago & Great Western Elevator Co. is suing the Gt. Northern Ry. Co. at Duluth to recover on seed wheat under the seed lien law of North Dakota. The seed was sold in April last and settled for by a recorded contract, but the growers are now, it is alleged, trying to avoid the lien. The defedant railway holds the grain as warehouseman, and the suit is brought to test the lien law in such cases made and provided.

Baxter & Frye of Mt. Union, Iowa, have brought suit against the B. & N. W. Narrow Gauge Ry., at Burlington, Ia., claiming damages in the sum of $17,000 on alleged breach of contract. Plaintiffs claim that defendant agreed to pay them a certain profit (5 cents per 100 pounds) on grain bought by them and shipped over defendant's railroads. Plaintiff bought the grain, but defendant, as alleged, now refused to pay the sums agreed.

The preliminary pleadings in the suits brought against Paddock, Hodge & Co. of the Union Elevator, Toledo, by heirs of the victims of the fire, were filed in December. Defendants answer denying their liability; and especially in the particular case at bar (administrator of John Carr), since they paid the widow $500 in full settlement. It appears that the operators of the elevators carried $20,000 of employers' liability insurance, and the differences between Paddock, Hodge & Co. and the insurance companies as to this money may have to be adjusted in court.

In the appeal of Jos. A. Connor vs. the Schneider-Flack Grain Co., through C. W. Cockrell, commission merchant, at Omaha, judgment was entered for the grain company, December 15. It appears that in February, 1898, the grain company bought of Connor 25,000 bushels of white corn, at 22 cents, May delivery. The time of delivery was subsequently extended by agreement, from month to month, until August. The contract was then canceled on Connor's agreement to pay $625, which sum he did not pay. However, Connor's claim was that the contract was a wagering one.

Bryarly and Carper, farmers, were sued by Wm. D. Garvin, at Berryville, Va., to recover on a contract. The farmers, in August, 1897, agreed to sell Garvin, a grain dealer at Boyce, 500 bushels No. 2 red wheat, August delivery, at 79¾ cents. August 12 they delivered three loads, which were rejected as damp and not up to contract grade. They afterward sold the wheat as No. 2, and it so graded at Baltimore, getting the benefit of the advance of 14 cents per bushel. Plaintiff then sued on his contract for the difference, claiming that the contract for the delivery of the wheat was an entire contract, and that the defendants' failure to deliver the wheat when it did grade No. 2 red was a breach thereof, and he was entitled to the difference in the price. The jury sustained his claim.

Trade Notes

The Barnett & Record Co. of Minneapolis, Minn., has taken a contract for rebuilding the old iron ore dock of the Duluth & Iron Range R. R. Co. at Two Harbors, Minn., amounting to $140,000.

The Charter Gas Engine Co., Sterling, Ill., reports that its business is good for the season, as is evidenced by shipments from the Atlantic to the Pacific, and from Mexico to the far North.

The Columbus Machine Co., Columbus, Ohio, manufacturers of the Brown Gas and Gasoline Engines, have appointed the Union Machine Co., Nashville, Tenn., agents for this engine in Tennessee and Alabama.

J. F. Zahm & Co., the Toledo grain and seed merchants, are sending to their friends and customers a very neat little leather covered book for the vest pocket, filled with oil paper for carrying postage and revenue stamps.

A 2,000-horse power compound engine, made by the Filer & Stowell Co. of Milwaukee, has been placed in the new Armour Elevator D at Chicago. Armour & Co. have ordered and in use ten engines of this company's make.

Chicago has become the first manufacturing city in the United States, and in common with those of other lines, the manufacturers and dealers in grain elevating and handling machinery enjoyed an exceedingly prosperous year in 1898.

Philip Smith, manufacturer of grain warehouse and elevator machinery, at Sidney, Ohio, reports that his business has been so heavy during the past six months that his factory has been compelled to run about a quarter day overtime to keep up with orders.

Among the several recent contracts for steel construction received by the Riter-Conley Mfg. Co. of Pittsburg, Pa., is one for the Gold Hill Mining Co. of Johannesburg, South Africa. It calls for 18 steel plate tanks 40 feet in diameter, and varying in depth from 9 to 24 feet.

The Huntley Mfg. Co., Silver Creek, N. Y., report that their business for 1898 was nearly double that of any previous year. In order to keep pace with this rapid increase of business, a new engine and boiler have been added, together with considerable wood working and iron working machinery, and their factory building is also receiving corresponding extensions. All of this is direct evidence of the increasing popularity of Monitor Separators and Cleaners.

John S. Metcalf & Co. of Chicago have been very busy during the past 30 days in the grain drying department of their business. Their customers seem well pleased with the Metcalf Dryer and Cooler, as two large outfits ordered during the month were duplicate orders for machines. Among orders from new customers were two 500-bushel dryers and one 500-bushel cooler, to be put in a large elevator in Chicago, and a 100-bushel dryer to go to a town in Illinois.

The S. Howes Co., Eureka Works, Silver Creek, N. Y., writes us as follows: Our trade for the last year has been the largest we have had in our 40 years' experience. We have been running our shops continually for the past year on full time, and for the past three or four months we have been compelled to run day and night to keep up with our orders, and give our customers the usual prompt attention which the Eureka Works have long had the reputation of doing. The month of November was the largest in our history, orders for over 185 machines being booked.

Some idea of the size of the shipment of belting recently made from Akron, Ohio, to the Armour Elevator D at Chicago, may be had by glancing at the halftone appearing in the advertisement of The Diamond Rubber Co. The shipment weighed 47,000 pounds, and was probably as large a single shipment of belting as was ever made to one elevator. Before placing their contract for this belting, the purchasers investigated the facilities of the Diamond Co. and the placing of their order with them is evident confirmation of their claim to being "a reliable source of supply."

The New Era Iron Works Co. of Dayton, Ohio, send us one of their new 32-page catalogues. The cover bears a splendid representation, in colors, of their New Era Gas Engine. The text of this catalogue, under suitable headings, deals with almost every question that could possibly occur to a prospective purchaser of a gas or gasoline engine, and gives much additional information on the subject that, though important, would never occur to the mind of one not thoroughly experienced in the use of these modern power producers. Anyone interested in this subject will surely be repaid for a perusal of this neatly printed, comprehensively written and well illustrated catalogue.

The Jeffrey Manufacturing Co., Columbus, Ohio, has just issued a new catalogue of 224 pages. In addition to their almost endless list of elevating, conveying and power transmission machinery they have added the Jeffrey Century Belt Conveyor, spiral conveyors and a complete line of elevator buckets. Every elevator and grain man will find this catalogue a valuable book of reference, full of useful appliances. We have also received from this company a catalogue in a handsome black and gold cover, illustrating and describing the Jeffrey Electric Locomotives, which are particularly adapted for use in all kinds of mines, as well as being suitable for a great variety of outside work.

Among the new calendars received at the office during the past month, the following are worthy of special mention: The Frost Mfg. Co., Galesburg, Ill., a large picture of Cupid and a maiden, entitled "Neighbors;" the Union Iron Works, Decatur, Ill., manufacturers Western Shellers and Cleaners, a bouquet of "Chrysanthemums" in natural colors; Lederer Bros., commission merchants, Baltimore, small weekly pad for desk use; Youngstown Iron and Steel Roofing Co., Youngstown, Ohio, "The Bride," by Bisson; F. C. Ayres Mercantile Co., wholesale hay, grain and flour, Denver, Colo., "Corn Is King," showing a ripe ear of corn natural size; Neidlinger & Sons, maltsters, New York City, large picture of their New York City premises; Daniel McCaffrey's Sons, hay, grain and feed, Pittsburg, a capital view of Pittsburg from the South Side at the junction of the two rivers forming the Ohio.

Sykes Steel Roofing Co., 611 South Morgan Street, Chicago, report having done by far the largest volume of business the past year than any year since they established here in 1890. This company is not only the largest manufacturer of steel roofing, corrugated iron, etc., in Chicago, but are general contractors for all kinds of sheet metal work, and make a specialty of corrugated iron and steel roofing for grain elevators, either for material alone or for material put on, in any part of the country. They have done a large amount of business in this line the past year, and now have several large contracts for covering elevators that are being built and soon to be built. This company are now financially interested in a large sheet rolling mill at Hammond, Ind., and, therefore, will be better prepared than ever the coming year to furnish promptly, either painted or galvanized, corrugated iron, of any gauge desired.

The Dodge Manufacturing Co. of Mishawaka, Ind., well-known manufacturers of the Dodge Patent Independence Wood Split Pulley, Dodge Patent American System of Rope Driving, and of a general line of up-to-date power transmitting machinery and grain handling machinery, has purchased all of the interests and good-will of the Rice Machinery Co., located at 166 to 174 South Clinton Street, Chicago, Ill. The Dodge company will continue to carry on the business at the old stand on South Clinton Street, and will endeavor to retain the patronage of the many customers of the Rice Machinery Co. The personnel of the business will be the same, the change being simply in name. The Dodge Manufacturing Co. report excellent business conditions throughout the country. Their various branch stores in New York, Boston, Chicago, etc., are exceedingly busy, and the factory at Mishawaka, Ind., continues in operation night and day. The increase in trade was felt so greatly that in the latter months of 1898 it was found necessary to add to their already capacious factory a new brick building, 300 feet in length by 80 feet in breadth. This building has been well fitted with all of the latest appliances for handling the work quickly and economically, and with these added facilities the Dodge Manufacturing Co. will be able this year to live up to their well earned reputation of furnishing goods within specified time.

..Points and Figures..

Dallas, Texas, has shipped seed oats to Illinois this season, which is an innovation.

Chicago receivers have been advising corn buyers of Iowa to call a halt until the car blockade east is raised.

The Peavey Elevator at South Chicago, Ill., has canceled its license and gone into the list of private elevators.

One of the customers of W. F. Banta, grain dealer at Ridgefarm, Ill., hauled to the elevator the other day a load of corn weighing 102 bushels.

The total clover seed receipts at Toledo for September, October and November were 40,100 bags, of which C. A. King & Co. handled 20,202 bags.

The Great Western Distillery of Peoria, Ill., has been started up, and is grinding 6,000 bushels of corn daily, 50 per cent of the maximum capacity.

The capacity of Chicago's winter grain fleet this season is only 8,000,000 bushels, compared with 18,000,000 bushels a year ago. The early closing of navigation and the blockade at Buffalo have held the boats in Lake Erie.

The old rumor that a big elevator is to be built at Des Moines, Iowa, soon, has again started on its rounds. This time the purpose is to ship all the Iowa corn for export via Galveston; and Peavey is the "power behind the throne."

Chief Grain Inspector Hiller of Missouri reports a decrease of 10,000 cars inspected in 1898, in St. Louis and St. Joseph, compared with 1897, chiefly of wheat. The number of sacks inspected was, however, 140,000 greater than for 1897.

During 1898 the price of timothy seed, with ample offerings, ranged lower in Chicago than for any year since 1878. In that year prime contract sold as low as $2.25 per hundredweight, but in 1898 the low point was $2.15, ranging to a maximum of $3.00, closing the year at the lowest point.

In the Review office at Decatur, Ill., a sack of new corn weighing 81 pounds and 3 ounces was left on a steam radiator for three days, when it was found to weigh only 74 pounds and 8 ounces, and in a week the weight was cut down to 69 pounds and 4 ounces, a shrinkage of 14¾ per cent.

Corn has been arriving in very bad condition for some time, frequently with depressing effect on the sample market. As an example, on December 20, of 726 cars arriving in Chicago, from Illinois, 251 graded No. 4, and 35 "No Grade." This is equal to about half the receipts, which were practically unmerchantable except for immediate use.

The officers of the new American Linseed Oil Company, announced December 29, are as follows: President, Geo. R. Davidson; vice-president, Arthur H. Van Brunt; secretary, Adrian H. Larkin; directors, Adrian H. Larkin, Arthur H. Van Brunt, Francis L. Patton Jr., Grant Notman, Meredith Hare, George R. Davidson and William N. Phœnix. The directors are empowered, without the assent or vote of the stockholders, to make, alter, amend and rescind the by-laws of the corporation; to fix the amount to be reserved as working capital, to authorize and to cause to be executed mortgages and liens upon the real and personal property of the corporation, and from time to time to sell, assign, transfer or otherwise dispose of any or all the property of the corporation—in short, the directors are "the whole thing."

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending with Jan. 12 has been as follows:

December.	NO. 2* R.W.WHT Low.	NO. 2* R.W.WHT High.	NO.1 NO.† P.WHT. Low.	NO.1 NO.† P.WHT. High.	NO. 2 CORN. Low.	NO. 2 CORN. High.	NO. 2 OATS. Low.	NO. 2 OATS. High.	NO. 2 RYE. Low.	NO. 2 RYE. High.	NO. 1 N.W FLAXSEED Low.	NO. 1 N.W FLAXSEED High.
12	67	67	..	....	33⅛	33½	...		53	53	107	107
13	66½	66½	....	....	33½	33¾	26½	26½	53	53½	109	109½
14	...	...	....	..	33⅞	34⅛	26⅝	26⅜	55	55	109½	109½
15	....	....	....	..	33½	34	...	...	54½	54¾	108½	109
16	.	....	..	..	34½	35	26½	27¼	55¼	55	109½	109½
17	....	....	..	..	34¼	34½	26½	26½	54½	54¾	109½	109½
18	....		....		...	....		....		...	...	....
19	69	69	..		34½	34⅞	26¼	27½	54½	54¾	109½	109½
20	68½	70	....	....	34½	35⅛	26½	26½	54½	54½	110½	111
21	....	....	....	..	34¾	35	26	26	54	54½	113	115
22	....		....	....	36	36	25⅞	26⅛	54	54½	115	115½
23	68½	68½	....	....	36	36⅛	26¼	26⅜	54	54½	114½	114¾
24‡	....	...	...	...	....	....	....	....	....	..	....	....
25	....	....	...	..	..	....		..	...	....	....	....
26‡	....	...	....	...	....		....	...	...	.	....	....
27	70	70	....	..	37⅜	37⅞	26⅝	27	54¼	54¾	115¼	116
28	72½	72½		....	37¾	38	27	27¼	54½	54⅜	118½	119
29	71	71	68¼	68¼	37¼	37¾	27	27⅛	54¼	54¼	114	114
30	71½	72	....	...	37¼	37¾	....	...	54½	54½	116	117¼
31	71⅝	72	....	..	37	37½	27¼	27¼	55	55	117½	118
Jan.—					....	....	...	....	....	.	....	....
1	....	....	....	..	....	....	....	. .	....	....	....	. ..
2‡	....	....	..	....	....	....	..	...	...	..	....	....
3	71¾	71¾	....	....	36	37	....	....	54	54¼	117½	117½
4	70	70	..	....	36	36½	26½	26½	53½	54	116½	117
5	...	....	....	....	35¾	36	....	.	54	54½	116½	116¼
6	71	71	....	..	35½	35¾	....	....	54	54⅜	116	116
7	....	..	....	...	35⅓	35⅜	..	..	54½	54½	115½	115½
8	....	....	....	....	....	..	....	....	..	..	...	.
9	70½	71	....	....	35½	36	26¼	26¼	54½	54½	115⅛	116
10	71	71	....	....	35⅜	35¾	...	...	54½	54½	115¼	115¼
11	...	....	67½	67⅝	35⅜	35½	26¾	26¾	54½	54½	115½	116
12	69¾	70	....	....	35¾	36	....		56	56	117½	118

*Free on board, switched and delivered

†Sales of No 1 Northern Spring Wheat during the month were nearly all on private terms.

‡Holiday

During the week ending December 16, Prime Contract Timothy Seed sold at $2.25@2.27½ per cental; Prime Contract Clover Seed at $6.85@7.00; Hungarian at $0.50@0.65; German Millet at $0.60@0.80; buckwheat at $1.20@1.30 per 100 pounds.

During the week ending December 22, Prime Contract Timothy Seed sold at $2.27½@2.30 per cental; Prime Contract Clover Seed at $6.85@7.00; Hungarian at $0.50@0.65; German Millet at $0.60@0.80; buckwheat at $1.25@1.30 per 100 pounds.

During the week ending January 6. Prime Contract Timothy Seed sold at $2.30 per cental; Prime Contract Clover Seed at $6.85@7.00; Hungarian at $0.55@0.65; German Millet at $0.60@1.00; buckwheat at $1.10@1.30 per 100 pounds.

EXPORTS FROM ATLANTIC PORTS

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending Jan. 7, as compared with same weeks last year, have been as follows:

Articles.	For week ending Jan. 7. 1899.	Jan. 8. 1898.	For week ending Dec. 31. 1898.	Jan. 1. 1898
Wheat, bushels	3,645,000	1,878,000	4,207,000	2,268,000
Corn, bushels	3,804,000	3,968,000	4,222,000	4,380,000
Oats, bushels	185,000	760,000	502,000	1,199,000
Rye, bushels	241,000	432,000	328,000	263,000
Flour, barrels	394,900	292,800	307,800	389,100

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 17 months ending with December as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts. 1898-99.	Receipts. 1897-98.	Shipments. 1898-99.	Shipments. 1897-98.
August	666,420	813,160	978,790	299,108
September	1,212,780	696 000	729,806	557,895
October	1,140,280	424,560	872,650	373 312
November	769,210	671,870	309,824	437,218
December	423 980	436,648	281,720	486,379
January	....	189,080	....	162,138
February	....	180,960	....	88,523
March	....	212,331	....	156,961
April	....	75,400	....	37,691
May	....	333,420	....	174,522
June	....	224,143	....	251,184
July	....	91,640	....	197,934
Total bushels	4,212,670	4,349,212	3,172,790	3,123,865

Western New York has been so increasing her bean production of late that new machinery has been called for to handle the crop. One of these is a thrasher which handles the product of 30 acres per day, and puts the beans in shape to go to market without further handling. Orleans County is credited with the greatest crop—about half a million bushels. The yield was about 40 bushels to the acre, worth from 80 cents to $1.50 per bushel. The crop is a good one to put worn-out lands into condition for cereal crops.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc. at leading receiving and shipping points in the United States for the month of December, 1898:

BUFFALO—Reported by Chas. H Keep, secretary of the Merchants Exchange:

Articles.	Receipts. 1898.	Receipts. 1897.	Shipments. 1898.	Shipments. 1897.
Wheat, bushels	12,708,751	5,826,746	9,962,000	8,007,000
Corn, bushels	4,636,500	2,077,966	6,936,000	2,744,300
Oats, bushels	1,412,431	6,284,418	1,523,000	6,747,000
Barley, bushels	2,447,922	2,008,905	585,000	1,483,000
Rye, bushels	552,600	842,338	56,500	931,000
Flaxseed, lb	....	....	....	....
Flour, barrels	620,110	1,403,781	......	......

CHICAGO—Reported by George F. Stone, secretary of the Board of Trade:

Wheat, bushels	4,572,881	6,861,453	2,211,331	1,228,811
Corn, bushels	9,838,169	7,092,140	6,779,778	5,016,502
Oats, bushels	11,025,462	11,323,232	5,604,288	10,204,641
Barley, bushels	2,559,295	1,710,601	410,668	754,484
Rye, bushels	846,608	386,383	326,827	592,832
Timothy Seed, lb	4,883,100	1,826,532	2,160,039	1,243,585
Clover Seed, lb	303,102	733,954	1,437,425	1,144,867
Other Grass Seed, lb	1,520,056	773,731	686,932	443,295
Flaxseed, bushels	450,748	517,570	232,107	164,156
Broom Corn, lb	2,259,357	884,167	1,249,394	538,612
Hay, tons	22,798	23,388	1,025	1,621
Flour barrels	1,140,602	432,990	1,080,860	433,937

CLEVELAND—Reported by F. A. Scott, secretary of the Chamber of Commerce:

Wheat, bushels	179,652	963,347	65,245	228,504
Corn, bushels	563,239	872,639	285,325	500,890
Oats, bushels	546,211	475,730	231,551	288,012
Barley, bushels	56,869	173,684	912	1,375
Rye and other cereals, bu	105,743	223,635	64,902	8,482
Baled Hay, tons	6,621	4,758	2,307	418
Flour, barrels	78,360	63,630	24,950	29,640

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce:

Wheat, bushels	48,831	61,551	7,365	40,103
Corn, bushels	332,602	364,380	47,380	127,086
Oats, bushels	233,823	254,300	151,167	91,907
Barley, bushels	160,365	190,975	703	1,815
Rye, bushels	32,177	38,208	6,742	26,063
Hay, tons	10,046	12,687	8,257	9,414
Flour, barrels	317,003	286,898	278,792	253,361
Clover Seed, bags	1,949	2,155	939	1,139
Timothy Seed, bags	3,255	3,629	256	477

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade:

Wheat, bushels	527,442	197,306	184,117	124,729
Corn, bushels	306,302	339,656	174,305	144,908
Oats, bushels	107,762	245,524	3,115	80,236
Barley, bushels	116,723	305,091	5,405	....
Rye, bushels	53,359	65,650	35,530	46,689
Hay, tons	....	......	....	....
Flour, barrels	22 350	30,250	18,600	10,200

DULUTH—Reported by S. A. Kemp, secretary of the Board of Trade:

Wheat, bushels	8,460,602	2,435,040	6,626,500	3,206,909
Corn, bushels	342,903	704,900	6,905	564
Oats, bushels	74,793	384,369	24,555	16,061
Barley, bushels	418,077	173,609	577,189	176,478
Rye, bushels	128,209	144,528	164,050	....
Flaxseed, bushels	544,385	335,347	692,665	828,137
Flour, barrels	46,365	4,750	450,335	199,380
Flour production, bbls	300,665	130,280	....	....

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade:

Wheat, bushels	2,241,850	1,982,500	1,790,100	1,668,550
Corn, bushels	504,000	2,262,000	135,000	1,355,250
Oats, bushels	174,000	392,000	144,000	151,000
Barley, bushels	10,400	4,000	10,400	....
Rye, bushels	20,800	33,100	16,900	16,250
Flaxseed, bushels	22,500	10,000	4,000	3,500
Hay, tons	7,270	8,310	1,280	2,100
Flour, barrels	....	....	60,720	56,520

MINNEAPOLIS—Reported by G. D. Rogers, secretary of Chamber of Commerce:

Wheat, bushels	12,980,070	11,096,820	1,286,560	2,454,830
Corn, bushels	1,717,670	543,500	240,190	267,040
Oats, bushels	1,496,930	1,118,080	166,850	265,550
Barley, bushels	214,050	93,030	97,720	34,450
Rye, bushels	140,590	89,910	74,500	50,090
Flaxseed, bushels	376,860	203,910	108,900	77,720
Hay, tons	2,140	2,209	203	112
Flour, barrels	25,487	27,112	1,606,633	1,169,180

MILWAUKEE—Reported by Wm. J. Langson, secretary of the Chamber of Commerce:

Wheat, bushels	2,570,100	1,267,530	1,577,625	432,700
Corn, bushels	909,350	544,050	106,915	103,150
Oats, bushels	1,061,00[illegible]	1,179,000	429,293	912,040
Barley, bushels	1,455,[illegible]00	830,500	632,753	528,374
Rye, bushels	306,600	163,855	139,000	242,050
Grassseed, lb	1,216,319	297,810	1,299,930	275,670
Flaxseed, bushels	41,180	22,265	6,380	4,060
Hay, tons	2,487	1,653	50	12
Flour, barrels	59,880	231,540	295,564	468,330

ST. LOUIS—Reported by Geo. H. Morgan, secretary of the Merchants' Exchange:

Wheat, bushels	1,100,400	1,264,200	1,070,610	558,550
Corn, bushels	1,932,750	4,739,250	2,078,920	2,955,200
Oats, bushels	962,400	692,400	216,290	562,200
Barley, bushels	355,500	273,750	3,990	13,100
Rye, bushels	50,400	58,800	59,950	159,400
Bran, sacks	116,330	19,765	89,328	26,580
Hay, tons	15,145	17,595	4,396	4,074
Flour, barrels	117,210	100,570	185,481	125,638

SAN FRANCISCO—Reported by T. C. Friedlander, secretary of the Produce Exchange:

Wheat, centals	331,724	834,492	270,508	955,488
Corn, centals	14,885	69,745	1,292	5,247
Oats, centals	46,925	64,928	2,931	261
Barley, centals	280,703	174,519	51,015	124,730
Rye, centals	2,185	1,360	....	....
Flaxseed, sacks	738	1,000	....	....
Hay, tons	6,675	7,372	666	987
Flour, barrels	130,097	93,438	84,793	63,727

TOLEDO—Reported by Denison B. Smith, secretary of the Produce Exchange:

Wheat, bushels	914,307	491,895	239,200	351,100
Corn, bushels	2,272,263	942,567	1,119,000	652,200
Oats, bushels	177,694	153,011	97,000	84,000
Rye, bushels	35,641	34,717	9,700	2,700
Clover Seed, bags	10,421	16,317	3,029	12,796

PEORIA—Reported by R. C. Grier, secretary of the Board of Trade:

Articles.	Receipts. 1898.	Receipts. 1897.	Shipments. 1898.	Shipments. 1897.
Wheat, bushels	55,900	44,400	15,500	6,600
Corn, bushels	1,949,470	1,759,200	406,950	468,500
Oats, bushels	754,550	965,600	610 000	1,021,650
Barley, bushels	296,250	248,900	20,500	140,000
Rye, bushels	10,950	24,000	2,400	2,400
Mill Feed, tons	2,060	360	7,587	5,505
Seeds, lb	270,000	120,000	30,000	30,000
Broom Corn, lb	225,000	225,000	91,700	260,100
Hay, tons	3,184	5,700	470	1,665
Flour, barrels	59,550	30,489	49,2 0	27,6'0

NEW ORLEANS—Reported by Hy. H. Smith, secretary of the Board of Trade:

Wheat, bushels	1,865,361	2,119,979	1,690,571	1,919,679
Corn, bushels	1,160,107	4,216,557	1,913,537	3,130,466
Oats, bushels	244,790	350,372	65,147	321,310
Rye, bushels	......	....	....	34,500
Flour, barrels	58,856	51,166	39,012	31,891

Following is Secretary Smith's report of the movement of rough and clean rice at New Orleans since Aug. 1, 1898. Receipts of rough rice, in sacks, 531,995, against 340,688 sacks in the same period of 1897. Distribution, 472,640, against 296,696 sacks. Total stock Jan. 1, 1899, 67,927, against 69,958 sacks. Receipts of clean rice, in barrels, 1,269, against 2,320. Sales, 124,113, against 60,081. Total stock, No. 1, 15,012, against 8,576; No. 2, 324, against 1,599 barrels.

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Jan. 7, 1899, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany	....	35,000	45,000	....	25,000
Baltimore	1,334,000	1,507,000	207,000	330,000	....
Boston	333,000	990,000	35,000	....	....
Buffalo	3,375,000	821,000	313,000	133,000	1,856,000
do. afloat	1,070,000	400,000	....	....	....
Chicago	3,704,000	6,671,000	1,4[illegible]8,000	452,000	661,000
do. afloat	....	241,000	....	....	....
Cincinnati	....	30,000	45,000	18,000	125,000
Detroit	276,000	535,000	4,000	18,000	85,000
Duluth	3,752,000	1,536,000	250,000	60,000	423,000
do. afloat	268,000	....	....	....	....
Indianapolis	156,000	187,000	33,000	1,000	....
Kansas City	801,000	125,000	9,000	49,000	....
Milwaukee	17,000	....	4,000	2,000	84,000
do. afloat	....	221,000	....	....	....
Minneapolis	5,688,000	1,629,000	2,051,000	40,000	66,000
Montreal	21,000	25,000	114,000	4,000	4,000
New York	4,007,000	2,717,000	1,11[illegible],000	148,000	337,000
do. afloat	80,000	275,000	13,000	....	142,000
Oswego	....	163,000	....	....	83,000
Peoria	1,000	748,000	199,000	1,000	81,000
Philadelphia	520,000	879,000	177,000	114,000	....
St. Louis	1,446,000	437,000	182,000	6,000	15,000
do afloat	....	40,000	....	....	....
Toledo	448,000	750,000	116,000	10,000	....
do. afloat	....	....	....	....	....
Toronto	133,000	....	7,000	....	38,000
On Canals	....	....	....	....	....
On Lakes	....	....	....	....	....
On Miss. River	....	....	....	....	....
Total	27,358,000	20,935,000	6,402,000	1,386,000	4,025,000
Corresponding date 1897	38,863,000	39,513,000	14,310,000	4,100,000	4,070,000
Increase	465,000	18,090,000	573,000	90,000	63,000
Decrease	....	....	....	....	....

CHICAGO'S BUSINESS FOR 1898.

The total movement in and out of Chicago for 1898 of grain, seeds and hay shows a large increase in volume over last year. The total receipts of flour and grain aggregated 320,436,000 bushels, compared with 296,767,000 bushels in 1897, and the total shipments were 288,000,000 bushels, compared with 252,700,000 bushels last year. The movement in detail was as follows:

1898—	Received.	Shipped.
Wheat, bushels	35,741,556	38,094,900
Corn, bushels	127,426,374	130,397,681
Oats, bushels	110,293,647	85,057,636
Rye, bushels	4,935,308	4,453,384
Barley, bushels	18,116,594	6,755,247
Timothy, seed, pounds	73,734,806	54,330,625
Clover seed, pounds	9,105,852	11,303,427
Other grass seeds, pounds	14,198,621	13,130,594
Flaxseed, bushels	5,481,173	3,366,739
Broom corn, pounds	11,690,642	6,867,239
Hay, tons	222,633	10,461

A YEAR'S BUSINESS AT NEW ORLEANS.

The following table shows the receipts and shipments of grain at New Orleans for the calendar year 1898, as reported by Hy. H. Smith, Secretary of the New Orleans Board of Trade:

1898—	Receipts.	Shipments.
Corn	19,748,497	20,336,514
Oats	4,265,955	1,704,188
Wheat	1,657,877	12,618,504
Rye	282,683	282,683
	36,955,012	34,941,889

Clover seed for the year 1898 ranged between $4.75 and $8, closing the year at about $7.

ELEVATOR AND GRAIN NEWS

ILLINOIS.

An elevator is being built at Gifford, Ill., for John Wood.

John Reeder has put in a new boiler at his elevator at Lena, Ill.

B. C. Beach has placed a gasoline engine in his elevator at Rising, Ill.

D. D. Fouts has purchased Joseph Ulrey's elevator at La Place, Ill.

It is said that two elevators will be built at Ivesdale, Ill., in the spring.

Chas. Ruple has increased the bin capacity of his elevator at Chestnut, Ill.

Zeller & Hutchison have put a gasoline engine in their elevator at Harmon, Ill.

J. M. Davison of Eureka has purchased G. S. Scriven's elevator at Colfax, Ill.

Burkitt & McIntyre of Pittwood, Ill., have installed a new engine at their elevator.

An ear corn dump has recently been put in by Snyder & Dunavan at Hoopeston, Ill.

Chamberlain & Williams have built an addition to their elevator at Farmer City, Ill.

E. R. Ulrich & Sons have erected a new smokestack at their elevator at Dawson, Ill.

The Farmers' Elevator at Milford, Ill., took in 15,600 bushels of grain one day last month.

The Pratt-Baxter Grain Co. of Taylorville, Ill., will soon build an elevator at Honey Bend.

McGirre & Morrell of De Kalb, Ill., will move their elevator and make some improvements.

An improved horse power has been substituted for the tread power in the elevator at McConnell, Ill.

A. B. Caldwell is building an elevator at Langham, Ill., to replace the one recently destroyed by fire.

The feed mill at Malta, Ill., has been remodeled into a grain warehouse, and is in charge of Wm. Blair.

J. H. Windherst has leased W. H. Scripps' grain elevator at Astoria, Ill., and is now doing business there.

It is stated that more grain has been shipped from Shabbona, Ill., this season than for 12 years past.

C. H. Sells of Pittsfield is about to build a 55,000-bushel elevator and warehouse at Sullivan, Ill., on the C. & E. I.

Current Bros. have purchased J. D. Downey's elevator at Indianola, Ill., and take possession on January 15.

C. S. Hill & Son have rented Krause's Elevator at Baileyville, Ill. Wm. Krause will operate the house for them.

Morgan Bros., the Murdock grain dealers, opened an office in Tuscola, Ill., on January 1 for the purchase of grain.

E. D. Brady of Emington, Ill., has purchased an interest in the Hargraves Elevator at Cullom, and will move there in the spring.

It is reported that an elevator is needed at Hazelhurst, Ill., and that one will probably be built there in the spring by James Herbert.

The Sawyer & Kelly elevator and feed mill at Huntley, Ill., is completed. A 46-horse power gasoline engine furnishes the power.

The construction for a 1,500,000-bushel elevator on the harbor property of the E. J. & E. Railroad at Waukegan, Ill., is being talked of.

The grain and stock firm of Caldwell, Langdon & Rousey at Manchester, Ill., has dissolved and R. H. Rousey succeeds to the grain business.

The old Dole Elevator at Aledo, Ill., is being repaired. It is in charge of W. K. Stitt as local manager for F. L. Hough of Woodhull.

It is reported that the Middle Division Elevator Co. will build an elevator at Fairbury, Ill., to take the place of the one recently burned.

Mr. F. N. Rood, local manager of the La Rose Grain Co., La Rose, Ill., informs us that his company has purchased the entire grain plant, goodwill, etc., of B. S. Harper & Son at La Rose, thus adding materially to their volume of business, and facilities for handling same.

Jurz & Borms of Mokena, Ill., presented each of their employes at that place, and also at their Spencer elevator, with a fine turkey for Christmas.

Jas. Wagner, who purchased Andrew Brothers' elevator at Metamora, Ill., has consolidated the business with that of John and Lawrence Heintzman.

The Neola Elevator Co. is reported to have taken in at Chana, Ill., from August 1 to December 21, 99,339 bushels of grain besides considerable ear corn.

Burglars attempted to blow open the safe of the Farmers' Elevator Co. at Wellington, Ill., one night last month. It was a bungling job and not successful.

C. A. Burks' new 30,000-bushel elevator at Bement, Ill., was put into operation last month. It has a double dump for small grain and an ear corn dump.

H. J. Cordes and N. Janssen are erecting a portable elevator at German Valley, Ill. They announce that they will buy grain or load cars for anyone wishing to ship.

Richard Hall, who has been engaged as buyer for the Crescent Grain Co. at Downs, and W. M. Buckles, have purchased Lyman Sturgeon's elevator at Gillum, Ill.

The new Great Western Distillery plant at Peoria, Ill., commenced running January 2 with a capacity of 6,000 bushels of corn daily, but it has a capacity for 12,000 bushels daily.

C. D. Downing, having purchased J. J. Daley's elevator at Wapella, Ill., has succeeded Mr. Daley as agent for the Middle Division Elevator Co., to whom the elevator is leased.

Graham Bros'. elevator at Rock City, Ill., was started last month, and has since done a flourishing business. It is an up-to-date plant and is operated by a gasoline engine.

The Chicago & Grand Trunk Railway is installing an extensive dust collecting system in its elevator at Forty-ninth street and Kedzie avenue, Chicago, Ill., furnished by Willmeroth & Raabe of Chicago.

Stapleton & Mitchell have their elevator at Lake City, Ill., nearly completed. It has a capacity of about 10,000 bushels. They are installing a Western Sheller and Cleaner with a capacity of 500 bushels daily.

The Jonesboro Milling & Elevator Co. has been incorporated at Jonesboro, Ill., by C. H. Clay, Joseph Mayr Jr., and P. H. Eisenmayer, for the purpose of manufacturing flour and dealing in grain. The capital stock is $20,000.

A. H. Wolf, who had the contract for building the bridge between the new elevator of Rosenbaum Bros. & Co. at Chicago and the annex, put the structure together and raised it into position, a height of 70 feet. It was 102 feet long and weighed 30,000 pounds. This is probably the first time such a structure has been put up in this manner.

Morris Brothers & Hoyt, whose grain warehouse at Elburn, Ill., burned last spring, have recently completed a new elevator that speaks well for their enterprise. The house was opened for business on December 12, and a large amount of grain has already been taken in. The elevator, which has a storage capacity of 12,000 bushels, is located on a siding of the C. & N. W. Ry. It has all modern improvements in the way of dumps, scales, elevators, distributing spout, and is operated by a Fairbanks-Morse Gasoline Engine.

IOWA.

John Bock has a new elevator at Rands, Iowa.

It is reported that an elevator is to be built at Oneida, Iowa.

Barnard Bros. completed their new elevator at Sloan, Iowa, last month.

The Northwestern Iowa Grain Co. has removed its headquarters from Wesley to Britt, Iowa.

The Chicago, Fort Madison & Des Moines Elevator at Batavia, Iowa, is in course of erection.

Carraher & Baker are the successors of Robert W. Carraher in the grain business at Hornick, Iowa.

Felthous Bros. of Mason City, Iowa, have purchased the Sylvester Elevator at Alexander, Iowa.

The Robert R. Palmer Grain & Fuel Co. of Creston, Iowa, has incorporated with a capital of $10,000.

A 14-horse power gasoline engine was recently placed in E. R. Wiswell's elevator at Rolf, Iowa.

Oscar T. Hulburd has resigned his position as secretary and treasurer of the Iowa Grain & Produce Co. at Burlington, and will take charge of that company's line of elevators between Ottumwa and Des Moines, which he has purchased.

Marvin Snyder is buying grain at Cleghorn, Iowa, and expects to build an elevator there in the spring.

M. E. Miner & Co. of Cedar Rapids have opened a grain-buying office at Maxwell, Iowa, in charge of James Flickinger.

Maloney & Nelson at Essex, Iowa, recently sold about 80,000 bushels of corn, which will be handled through G. M. Gaynn's elevator.

James A. Smith, Spirit Lake, Iowa, has purchased the Barron Elevator and is operating it in connection with his grain and coal business.

The McClure & Sage Grain Co., Alexandria, Iowa, recently purchased of a farmer 15,000 bushels of corn which had been in store on the farm for three years.

Some large grain cleaning machines and a double car puller are being installed in the Union Elevator at Council Bluffs, Iowa, by Seeley, Son & Co. of Fremont, Nebr.

The Spencer Grain Co., Spencer, Iowa, which owns 45 elevators on the Milwaukee Railway, is said to be planning to build a 250,000-bushel house at Mason City, Iowa.

The new elevators are being completed at Litonka, Iowa, a new town 12 miles north of Wesley, on a new railroad. One of them has been put up by the Wesley Elevator Co. of Wesley.

Chas. Wilkins, a grain and implement dealer at Audubon, Iowa, recently filed a voluntary petition in bankruptcy, giving his liabilities as $7,225.80, and his assets as only an insurance policy of $2,000, payable to his wife, and $216 worth of household furniture. These are claimed as exempt.

According to the Herald of Blanchard, Iowa, the Southern Export Co. contemplates building a transfer at that place. The plan is to build the house on the Iowa-Missouri state line, and unload on the Iowa side and load out on the other side in order to secure Mississippi River rates, which are 5 cents per hundred less.

CENTRAL.

John S. Kiser has built an elevator at Fletcher, Ohio.

G. D. Peters is about to build an elevator at Zanesville, Ohio.

J. G. Adams has an elevator about completed at Hedges, Ohio.

A new engine has been placed in the elevator at Lake View, Ohio.

Abe Grove of Frankfort, has purchased the elevator at Ockley, Ind.

Wright's Elevator at Dunreith, Ind., commenced operating last month.

R. M. Sims has purchased Thomas Sims' elevator at Wingate, Ind.

A new engine and sheller has recently been put in the elevator at Carlos City, Ind.

E. Wellington and B. G. Brown have leased the railroad elevator at Springport, Mich.

W. H. Huck recently placed a new engine and boiler in his elevator at Amboy, Ind.

W. F. Schilt of Bremen, Ind., has purchased the Walkerton Milling Co.'s elevator at Lapaz.

Hawley & West of Muir, Mich., are preparing to build a model grain elevator at Lyons in the spring.

It is reported that Perry Garland and M. O. Sullivan are to build a grain elevator at Waveland, Ind.

The Goodrich Bros. Hay and Grain Co. of Winchester, Ind., has been incorporated with a capital stock of $25,000.

Henry W. Charles has purchased the interest of his partner, Chester Pearson, in the grain business at Spiceland, Ind.

Garrison Bros. of Converse, Ind., whose elevator was destroyed by fire early in December, are pushing its rebuilding.

O. D. Van Deboget of Stanton has sold his grain elevator, etc., at Six Lakes, Mich., to Wm. C. Westley of Luther.

Another elevator will probably be erected at Galesburg, Mich. C. Towsley and A. K. Zinn are said to be interested in the matter.

A. G. Urmston & Son of Frankton, Ind., have been succeeded in the grain business by J. F. Allen. They will remove to California.

The general scarcity of grain cars was felt particularly by McCray & Morrison of Kentland, Ind., in getting their branch houses emptied. At one time

last month they had as high as 50 teams engaged in hauling grain to their home elevator at Kentland, from their near-by stations.

The C. Bishop Grain Co., Buchanan, Mich., has disposed of its grain business to Marshall E. Rand, but possession will not be given until July 1.

The Upper Peninsula Brewing Co. and the Valley Milling Co. of Marquette, Mich., are represented at Sault Ste. Marie by Thos. Long. It is reported that they contemplate erecting an elevator, etc., there.

The Paddock-Hodge Co. of Toledo, Ohio, was incorporated last month, with a capital stock of $25,000. The incorporators are: James Hodge, Fred O. Paddock, Arthur L. Mills, Arthur W. Bunce, and Chas. S. McHenry.

It is reported that John C. Vanatta of Brookston, Ind.; E. A. Reynolds and B. F. Crabb of Crawfordsville, Ind., and C. H. Rawlins of Chicago, have made a proposition to the citizens of Michigan City, Ind., regarding the organization of a company with a capital of $100,000 to build and operate an elevator in that city.

The Starr Elevator Co. has been incorporated at Cleveland, Ohio, by Thos. W. Burnham, James H. Worley, Frank W. Blagg, Wm. H. Ingham and Benj. C. Stow, for the purpose of operating a grain elevator. The capital stock is $50,000. The three last named gentlemen have been associated with Mr. Burnham for some time in the conduct of his business.

NORTHWESTERN.

J. W. Jawyer of Minnesota Junction is buying grain at Juneau, Wis.

The elevator at Valders, Wis., is now in operation and doing a good business.

The Johns Elevator Co. is building a 40,000-bushel house at Spiritwood, N. Dak.

Julius Keuhn expects to build a grain elevator at Kaukauna, Wis., this year.

Peter Plein is the present owner of J. J. Quinn's grain business at Menahga, Minn.

The St. Paul & Kansas City Grain Co. has a new 800-bushel corn crib at Yankton, S. Dak.

A. J. Johnson succeeds Newton & Johnson in the hay, grain and flour business at Lead, S. Dak.

It is reported that a 30,000-bushel elevator wih be built at Bridgewater, S. Dak., in the spring.

The Northern Grain Co. of Chicago is said to contemplate erecting an elevator at Watertown, Wis.

H. E. McEachron of Wausau, Wis., has established a branch grain house at Sheboygan, in charge of Robert Schmidt.

Louis Niedere, who recently purchased the Gardner & Meloy elevator at Farmington, Minn., will remodel it in the spring.

The Benson Market Co., Benson, Minn., has been incorporated with a capital of $10,000 to deal in grain and farm products.

The Atlas Elevator Co. closed its house at Wessington, S. Dak., on January 1, owing to the light receipts, due to a poor crop in that vicinity.

The damaged grain in the ruins of the Marfield Elevator at Utica, Minn., was sold to the highest bidder for $600. There will probably be 6 carloads of it.

The Farmers' Elevator at Estelline, S. Dak., suffered last month from overloading. Some outside bracing and empty grain cars afforded it great relief.

E. M. Walbridge and A. M. Palon of Faribault, Minn., under the name of the Triumph Grain Co., have purchased the Northfield Elevator Association's elevator.

Richards, Graves & Roberts of Oregon, Wis., are now running their elevator with power furnished by a new 20-horse power gasoline engine just installed in E. Hartwell's feed mill.

The Farmers' Elevator Co. of Renville, Minn., has decided to put in a new foundation and enlarge its elevator in the spring. A gasoline engine will be among the added improvements.

Farmers have organized the Independent Grain Co. at Minneola, Minn. Stock amounting to $2,400 has been subscribed for and J. C. Rogde elected president and O. L. Orsen treasurer.

Farmers and merchants of Little Falls, Minn., called a meeting last month to protest against the grading of wheat by local buyers. The meeting was not well attended, and no definite action was taken.

The Marfield Elevator Co. has purchased from the Atlas Elevator Co. of Minneapolis, Terminal Elevator B. at Winona, Minn., which was recently the property of the Winona & Dakota Grain Co. This building is of 200,000 bushels' capacity and is one of the largest of the 51 houses now owned by the Marfield Elevator Co. The Atlas Co. still owns an elevator in Winona known as Elevator A.

The McCaull, Webster Elevator at Vermillion, S. Dak., is being improved by the erection of a brick engine house and 30-horse power engine.

W. W. Cargill & Co. of Green Bay recently leased the Washburn Elevator at Sturgeon Bay, Wis. After adding some improvements, including an 8-horse power gasoline engine, Mr. T. A. Temke opened the house for business.

Henry Enke purchased Bingham Bros'. elevator at Lake Benton, Minn., which was badly damaged by fire. He has moved it to a new site and is preparing it for use. Bingham Bros. have a new elevator well along toward completion.

M. B. Lytle, agent for the St. Anthony & Dakota Elevator Co. at Eldred, Minn., sleeps in the elevator. One night recently he was rudely awakened by two burglars, who compelled him to hand over $210 belonging to the company and $28 of his own.

The Northwestern Elevator at Grafton, N. Dak., which was burned some time ago, will probably not be rebuilt, as the Cargill Elevator, which has been idle for some time, has been leased and repaired and opened for business in charge of J. Bullock.

No less than four large new elevators are being talked of for the head of the lakes this year. They are said to be as follows: A 3,000,000-bushel steel elevator at West Superior, to be built by the Great Northern, a 1,000,000-bushel steel elevator to be built at West Superior by the Spencer-Kellogg Co. of Buffalo; the third is a 100,000-bushel house to be built at Duluth by a Minneapolis-Duluth concern, and the fourth is to be an improvement of one of the Consolidated Elevator Co.'s houses.

MISSOURI, KANSAS AND NEBRASKA.

An elevator is being built at Freeling, Nebr.

A new elevator is being erected at Douglas, Nebr.

Maust & Son are building an elevator at Falls City, Nebr.

H. A. Wynn is building a new grain elevator at Perth, Kans.

R. C. Johnson has started his new elevator at Pohocco, Nebr.

Richey & Dickson are building an addition to their elevator at Louisville, Nebr.

Otto Kuehne will build an elevator in North Topeka, Kans., next spring.

P. D. Smith will rebuild his elevator which was recently burned at St. Edward, Nebr.

T. W. Hines, dealer in grain and hay at Hamilton, Mo., has sold out to A. F. Firkins.

Bailey & Kroetch are building a grain elevator at Burwell, Nebr., the second for that town.

The Trans-Mississippi Grain Co. of Omaha will soon build an elevator at Petersburg, Nebr.

M. T. Williams & Co. of Caldwell, Kans., contemplate building a new elevator in the spring.

J. D. Rippey has installed a 20-horse power Otto Gas Engine in his grain elevator at Stafford, Kans.

Chilson's Elevator at Randolph, Nebr., has just been completed, making six elevators for that town.

L. A. Townsend is contemplating building a new grain elevator at Andale, Kans., the coming summer.

The newly organized Farmers' Co-operative Milling & Elevator Co. of Great Bend, Kans., has decided to build a 20,000-bushel elevator.

Wall & Rogalsky of Buhler, Reno Co., Kans., inform us that they intend to build a 15,000 or 20,000 bushel elevator as soon as the weather will permit.

C. Knox of Belle Plaine, Kans., has equipped his elevator with an Invincible Oat Cleaner, purchased of the Invincible Grain Cleaner Co., through Edw. A. Ordway.

Rippey & Roby of Stafford, Kans., have installed a new Invincible Oat Clipper in their elevator, purchased through Edw. A. Ordway of the Invincible Grain Cleaner Co.

W. T. Buck will make some improvements in the grain elevator at Vliets, Kans., this spring. A new steam outfit and new hopper scales are among the contemplated changes.

W. H. Pendleton of Lawrence has purchased the Haynes Elevator at Perry, Kans. It has been thoroughly remodeled and is now in operation under the supervision of E. B. Gorsuch.

A grain firm at Tobias, Nebr., was duped recently by an individual who represented that he had a quantity of corn to sell and would deliver it next week. He sold at the market price, received a check for $25 and departed. The dealers are waiting still for the corn.

The Crenshaw Grain Co. of Charleston, Mo., has been incorporated by Ella Crenshaw, Thos. J. Byrd and I. A. Crenshaw. The capital stock is $3,000.

The recently completed cribs and elevator addition give the Greenleaf & Baker Co.'s plant at Lenora, Kans., a capacity of about 50,000 bushels.

O'Shea & McBride have completed a fine 20,000-bushel elevator at Madison, Nebr. It has ten bins and two dumps. The power is derived from an 8-horse power Charter Gasoline Engine.

Roll & Kerley of Peck, Kans., have purchased an Invincible Oat Cleaner of the Invincible Grain Cleaner Co. Sale was made through the Invincible's southwestern representative, Edw. A. Ordway.

P. D. Smith of St. Edward, Nebr., has closed a contract with Seeley, Son & Co. of Fremont, to rebuild his elevator which was burned December 15. It will have a storage capacity of 25,000 bushels and will be completed early in February.

SOUTHERN.

The Lewisville Lumber & Grain Co. at Lewisville, Texas, is reported as liquidating.

S. H. White has sold his grocery and grain business at Terrill, Texas, to Kerr & Wilkes.

The South Texas Grain Co., Houston, Tex., is building a grain warehouse. It will cost about $2,500.

G. T. Henshaw now has a large new corn crib in use at Grove Center, Ky., and is about to build an elevator.

Stringfellow Bros., who conducted a wholesale grocery and grain business at Gainesville, Fla., have removed to Jacksonville.

The office of Wm. R. Cornelius Jr., dealer in grain and hay at Nashville, Tenn., was recently robbed of cash and checks amounting to about $200, by a sneak thief.

A large elevator will probably be built at Wickliffe, Ky., by a local company, with Woodson & Young of St. Louis as promoters and principal stockholders.

The grain firm of Armstrong, Spain & Co. has been formed at Nashville, Tenn., by J. B. Armstrong and Bush Spain. They succeed E. A. Hughes & Son.

The Tigrett-Nunn Mfg. Co., Ripley, Tenn., have purchased the grain business of D. B. George, and are remodeling a plant in which they expect to handle corn on a goodly scale.

J. W. Tripp was appointed receiver of the Dixie Grain & Flour Co., Atlanta, Ga., on December 20, and instructed to wind up the business. The assets are said to exceed the liabilities by a good margin.

The grain and feed firm of Oscar Farmer & Co. at Louisville, Ky., has been succeeded by Oscar Farmer & Sons. Amos Yeager retired, and Mr. Farmer took into partnership his two sons, Oscar Farmer Jr. and Edward C. Farmer.

EASTERN.

O. F. Metcalf & Sons are putting up a grain store at Franklin, Mass.

Jacob K. Adams moved into his new grain store at Warren, N. H., last month.

E. A. Cowee has purchased F. A. Robinson's grain business at Hudson, Mass.

F. N. Hill has sold his grain and feed business at Bristol, Vt., to Smith & Kilburn.

T. H. Emerson has purchased the grain business of the late Francis Ambler at Weymouth, Mass.

Evans & Bowker, Baldwinville, Mass., are building an addition to their grain warehouse 20x40 feet.

M. V. C. Carter has succeeded Carter & Strong in the grain and feed business at South Manchester, Conn.

A floating elevator is being built by the Jackson & Sharp Co., Wilmington, Del., for New York parties.

F. A. Smith & Co. of Lancaster, N. H., have opened a branch grain store at Berlin, in charge of L. B. Paine.

Wurth & Flaherty of Prattsburg, N. Y., will build a grain and bean elevator and warehouse equipped with cleaners.

Chas. P. Lyon, Ogdensburg, N. Y., continues the wholesale grain business from which David H. Lyon has withdrawn.

The following directors have been elected by the Frontier Elevator Company of Buffalo, N. Y.: Gustav Fleischmann, James Davidson, John Donaldson, P. P. Miller, H. M. Gerrans and Charles G.

Worthington. This company has reduced its capital stock from $400,000 to $200,000.

C. H. Symmes, Winchester, Mass., is removing his hay and grain business to a new location, with greatly improved facilities.

J. L. Shultz & Co. of Skaneateles, N. Y., have rented the grain elevator at Sennett and put a man in charge to buy grain and produce.

A new elevator is contemplated at Ogdensburg, N. Y., on the Rome-Watertown terminals, for the use of the Rutland-Canadian through line.

J. J. Deming has bought the grain business of the late Elon Percey at Hoosick Falls, N. Y. For 15 years Mr. Deming was in the employ of Mr. Percey.

J. & T. Adikes are building a six-story grain elevator, 42 feet by 90 feet, at Jamaica, L. I., to cost about $20,000. It will contain nine large bins, each with a capacity for 2,400 bushels of grain.

Isaac J. Keefer of Chambersburg, Pa., has retired from the retail grain business, and with his son, W. R. Keefer, has engaged in the wholesale grain business, handling also coal, flour and feed.

Plans for the $20,000 grain elevator to be built at the foot of Ann Street, Delaware River, for the Philadelphia Grain Elevator Company, have been approved and the necessary permit for the work granted by the city. The building will be a frame structure, 160 feet high, and it will measure 80 by 125 feet.

CANADIAN.

Wm. Petrie has his elevator at Russell, Ont., about completed.

The Winnipeg Elevator Co. of Winnipeg, Man., has applied for incorporation with a capital of $300,000.

Although not nearly completed, the new Canadian Pacific Elevator at St. John, N. B., began taking in grain the first of the month.

The Northern Elevator Co. at Winnipeg, Man., has placed in its elevator there a grain drying plant with a capacity of 300 bushels per hour.

Finlay & C. A. Young have completed elevators at Minto, Dunrea and Elgin, Manitoba, on the Belmont-Hartney branch of the N. P. R. R.

Bready, Love & Tryon of Winnipeg have purchased the old Harrison Elevator at Killarney, Man., and will put in improvements, including a gasoline engine.

The grain firm of Bready, Love & Tyron of Winnipeg is being changed into a corporation. There will be a number of new stockholders, but all the present members of the firm will be identified with the new concern.

The Farmers' Milling and Elevator Co. of North Alberta, Limited, is being organized at Edmonton, Alberta, by farmers of that district. The capital is $25,000, and it is proposed to build and operate a mill and elevator. R. Dinwoodie is temporary secretary.

BUILDING CORN CRIBS.

When Indian corn is stored in cribs for any length of time vermin will penetrate into it. There are several reasons why this is so. Many cribs are built too low on the ground. Rats and mice will quickly burrow into the soft, dry dirt beneath such a crib. Once there, it is almost impossible to get rid of them. The spaces between the boards or rails of a corn crib are generally too wide. A space of about two inches will admit a great deal of dirt, besides it is a wide open door for mice.

All cribs should be built at least six inches above the ground, says C. C. Gates. It would be better if there was a space of a foot or more between the floor and the ground. This space should be tightly boarded up. No vermin could gain a permanent foothold beneath a crib thus built. The sleepers on which the floor rests should have smooth, even surfaces. The boards of the floor should be laid together as closely as possible. By doing this, the farmer will help to rid himself of the grain worms and grain weevils which exist in large numbers beneath an imperfectly made floor. Instead of using six-inch boards on the sides of his crib, with spaces of two inches between them, the farmer who wishes to keep his corn free of mice and dirt should use four-inch boards, with one-half-inch spaces between. If he builds rail cribs, some of the rails should be hewn at the ends. Closely woven wire netting or slats would make good siding for cribs. A heavy application of coal tar would be excellent to prevent the gnawing of the boards, besides preserving their usefulness.—Orange Judd Farmer.

Grain, flour, hay and feed receipts at Grand Rapids, Mich., reached 4,543 cars in 1898, compared with 3,540 cars in 1897, and 3,484 cars in 1896. In 1898 there were received 2,843 cars of wheat, 741 of corn, 497 of oats, and 233 of hay.

THE CHECK-WEIGHT BUREAU.

[Report to the Kansas Grain Dealers' Association by G. N. Consley, superintendent of the check-weight bureau at Kansas City, Mo.]

I took charge of the checkweight bureau at Kansas City, November 1, 1898, having been appointed to the position of Supervisor of Weights by the Board of Supervision, and the following day opened an office at 612 Exchange Building. On the same date, five checkmen were appointed, and on the following day, three more; this force was later increased to fifteen men, but has since been reduced to eleven. We are checking at twenty-one elevators and mills, changing the men about as occasion requires.

At first we were not very well received by some of the elevator people, they looking upon us as spies or third-rate detectives. Even some of the receivers were not in hearty sympathy with us; but as soon as we showed to these people that we were there in a legitimate manner to look after the dealer's interests in a businesslike way, and to see that justice was done to all parties, the tide of feeling changed and opposition vanished, until now we have the hearty coöperation of every receiver and every elevator firm in Kansas City.

From November 22 until the close of business January 5, we checked 6,732 cars, for which we collected the sum of $1,653.25, payment having been refused on 119 cars. For the same time we paid out for salaries to checkmen, stenographer and myself, $1,586.24, and there was due for same account $14.46, leaving a credit of $67.01 against incidental expenses.

On December 27, by order of the Committee of Supervision, I sent one man to Coffeyville to check the Missouri Pacific Elevator. At the close of business January 5, he had checked 184 cars, for which we received $46, which is included in the sums total given above.

As the department of which I have charge was established for the purpose of securing better weights, I will devote considerable space to the subject of shortages. First, the various causes producing these shortages, and next, remedies for the same. The first cause is the large number of inferior cars furnished by many of the railroad systems. Of 4,000 cars, belonging to eight of the principal systems entering Kansas City, checked between November 2 and December 15, 1,016, or 25 2-5 per cent, were leaking. These cars were divided among the eight systems as follows:

Rock Island, 930 cars: Leaking, 272, or 29 2-5 per cent.

Union Pacific, 880 cars; leaking, 176, or 20 per cent.

Q, 730 cars; leaking, 181, or 24 2-5 per cent.

Santa Fe, 600 cars; leaking, 135, or 22½ per cent.

Missouri Pac., 420 cars; leaking, 90, or 21 2-5 per cent.

Grand Island, 280 cars; leaking, 111, or 39 3-5 per cent.

Frisco, 90 cars; leaking, 33, or 36 2-3 per cent.

K. C., 70 cars; leaking, 18, or 25 5-7 per cent.

Many cars have arrived at the elevators in Kansas City in condition showing them to have been utterly unfit to load at the time they were accepted by the shipper. Two classes of cars, especially, should never be accepted, i. e., fruit and refrigerator cars. They were never constructed for the purpose of carrying grain, and it is almost impossible to secure them in such manner as to prevent wheat and other small grain from getting behind the linings; frequently in large quantities. A checkman, in one instance, broke open a lining in one of these cars and took out about 15 bushels of wheat; and we have in many cases taken out 5 to 8 bushels from cars apparently empty. We have had a number of combination stable cars loaded with wheat, always to the detriment of the shipper. The fault, however, does not all lie with the railroads. A very large per cent of the shortages is due to insufficient cooperage. It is not an uncommon thing for our checkmen to find cars in which the grain doors have not been nailed. Of course, this is an oversight on the part of the shipper, but it is inexcusable.

The next mistake that many shippers make is in loading cars too full. I think that the requirement of many railroad companies that cars shall be loaded to a certain capacity is a mistake. The shipper, endeavoring to comply with this requirement, very often is compelled to load his car a considerable distance above the lining. Then he very frequently neglects to build his door up to the top of the wheat, and there is not a day but we find cars with the wheat running over the top of the side doors, and it is not an infrequent occurrence to find wheat running out at the end doors. This could be prevented, to a certain extent, by a little extra care on the part of the shipper loading the car. I wish to say here that no car should be loaded with wheat or corn above the wainscoting, and any rule of any railroad company which requires the shipper to load cars to a capacity which necessitates the grain to be several inches above the wainscoting is an evil which should be abolished.

The next place where shortage occurs is in the railroad yards. There are two or three causes for shortages which occur here. First is the careless handling of heavily loaded cars by switch gangs. Several instances have come under my observation where cars have been struck so hard, that, owing to the insecure fastening of the grain doors, the doors were shunted to one side, and wheat in large quantities escaped from the car before it could be secured. This wheat is usually allowed to remain where it is lost from the car, and is eagerly sought after by gleaners. Next, is pilfering in the yards. Cars are frequently broken open in various ways. A few days ago one of our checkmen found a car open at the end; whether broken in the yards or whether it had not been sealed at point of origin, we have no means of knowing. There was a swarm of children about this car; some of them inside filling buckets, and others carrying the wheat away. Our checkman called the attention of one of the railroad employes to the matter and the car was at once sealed.

A few days ago one of our checkmen found car 8893, M. P., in the C. & A. yards, with one side door standing open, and there was a large depression in the wheat, indicating that at least 10 or 15 bushels had been taken from the car. I have been unable to locate this car, as it has not been unloaded at any elevator under our care, and we have had no advice concerning it from either receiver or shipper. Wherever it is unloaded there will certainly be a shortage show up, and the mill or elevator will get the blame for a short weight. There should be a more efficient police system in the railroad yards, and the terminals should have a more efficient switching system. Cars often lay out twenty to thirty days after they have been ordered, before they reach the elevator designated. I do not know whose fault this is, but there is certainly a lack of system somewhere.

The next evil is the recklessness displayed in the care of seals, especially on the Missouri side. Seals are left at the elevators to be used by the foremen for the purpose of re-sealing such cars as for any reason cannot be unloaded after having been broken for that purpose. These seals lie around in any convenient place, and it is possible, and indeed very easy, for persons who have no right to these seals to obtain them. The method used by the most of the elevator people in resealing cars is very simple, and one easily copied by persons so choosing. The door is closed in the usual manner, and, after the seal is put in the proper place, the lead is struck with either a hatchet or car pin for the purpose of battering it down. Of course this is effective, but there is nothing to indicate that this has been done by anyone having authority to use seals. Grain thieves avail themselves of the opportunity to secure a number of these seals and, under cover of night, and even in daylight in some yards, cars are broken open, a greater or less amount of wheat taken out, and the car resealed in a manner identical with that employed at the elevator. Elevators should be required to have a car sealer with a private stamp. This should be carefully guarded and never used except by the foreman or such employe as he may designate, and having been used, should be immediately returned to a secure place. It is to the interest of the elevator people themselves to see that this is done. A few elevators have private seals, but the majority have not.

So far I have treated of causes of shortages and evils over which our office can have no control, and for which I have only been able to suggest remedies. We will now consider causes which have or may exist at elevators themselves. I will first treat the matter as I found conditions existing 60 days ago. The first evil which was brought forcibly to my notice was the carelessness exhibited in unloading cars at many houses. There seemed to be a secret understanding between the laborers employed to unload cars and certain other parties who swept the cars after leaving the elevator. I recognize the fact that it is impossible for the men who unload the cars to get all the wheat out of the car. There are little nooks and corners where small amounts will lodge, and the men cannot take the time to secure these little leavings. In my estimation 15 or 20 pounds is not an unreasonable amount to leave in the car, and it is perfectly proper that the elevator people have someone to remove these leavings carefully, and I see no impropriety in allowing them the benefit of this, provided the gleanings are limited to the amount above named. I found, however, that this privilege had been sadly abused, and large amounts of wheat allowed to remain in cars at some houses; and the sweeping of cars had become a very profitable business. Persons engaged in this industry had, in some instances, erected shacks or temporary houses convenient to certain elevators, and here they collected their gleanings and made disposition of the same. I at once brought this matter to the attention of elevator foremen and owners or operators, with the result that this evil has been abolished, and there is not now at a single elevator in Kansas City, a possibility for anyone to do a profitable business sweeping cars. It has been necessary for our checkmen in some instances to watch this mat-

ter very closely, and for that matter they all have this object in view and note carefully that every car is unloaded and swept properly before it leaves the elevator.

Next came the carelessness with which wheat was handled at the dump. Some of the houses have very poor facilities for unloading, and a car having been broken open, the wheat is allowed to run out, in some cases upon the ground, and scatter about in quantities. Naturally the first car unloaded loses more than cars following, and this would be repeated as often as a "clean-up" was made. We took this matter in hand and asked the foremen at such houses to be more careful in securing the wheat as it came from the car. This evil has been remedied to a large extent.

I next asked for an even show on the break of the scale at a number of houses. I found such houses breaking on 50 pounds and usually marking the weight back to the last 50. I asked the weighmasters at these houses to give or take from 25 pounds, i. e., if the actual weight was more than 25 pounds, mark the weight on to the next 50. If it was less than 25 pounds, mark it back to the last 50. Some of the weighmasters acceded to this request, while others preferred to break on 10 pounds and mark the actual weight.

The next trouble encountered was lack of watchfulness of condition and improper care of scales. We found many of the elevators running on the principle of the average country shipper, i. e., presuming that because their scales weighed correctly last year, they must necessarily weigh correctly now. We found some track scales with one corner or one side down; at least one broken, and others where the pit had been allowed to fill up with the accumulation, seemingly of months, or perhaps years. This appeared to be simply a matter of neglect and carelessness, and as soon as the condition was brought to the notice of the proper parties, the scales were overhauled and put in good working order. I have frequently asked to have various scales tested, and my request has always been complied with. Some houses have put in new scales, and others are preparing to do so. There seems to be, at this time, a general disposition on the part of the elevator men to so equip their houses as to give least cause for complaint on the part of their customers. As this subject has been carefully and elaborately handled by the worthy chairman of the committee of supervision, I will pass to something else.

The scale inspector of Kansas City, Mo., has on at least two occasions shown thorough incompetency, and I would suggest that the Association make some arrangement by which we can have scales tested by a competent man.

At the time I took charge of the office at Kansas City, I sent out a circular letter to a large number of dealers, and the secretary of the Kansas Grain Dealers' Association, Mr. Smiley, also sent out a circular, in which we requested the shippers to send duplicate invoices of all shipments to my office at Kansas City. A number of shippers did this for a while, but soon grew careless. I sent out a second circular letter that seemed to do little good along this line. I would state, however, that since the distribution of my circular letter, dated January 2, accompanying Mr. Smiley's circular No. 6, a large number of shippers have complied with my request, and I trust that others will do so in the near future.

I now wish to say to this assembly that it is absolutely necessary, for your own protection, that you keep in close touch with our Kansas City office. As proof of this I wish to state, and the records in my office will bear out my assertion, that the best results have been obtained by shippers who promptly sent me their advices; and that the largest shortages have occurred in cars on which we had no advice from either shipper or receiver. You will readily see that in case a car is robbed in the yards, and this fact is made known to our checkmen, or, as in some instances, comes under their personal observation, if we know who has shipped this car we can make a report and the shipper will have good grounds for a claim against the railroad company. We have furnished evidence in at least two cases of this kind, and would gladly furnish more if we were sufficiently advised.

I would further request that in all communications with my office you be as honest with me as you would with your lawyer if you had a bad case at court. I cannot understand why a shipper, whether a member of our Association or not, will write a private letter to his receiver stating that there is a certain amount of wheat in his car, and then raise his invoice both on his tag and on the duplicate sent to our Kansas City office. Yet this has been done in more cases than one. I would also state here tha many of the receivers at Kansas also state here that many of the receivers at Kansas the past few days one prominent house raised a weight 8,000 pounds and another house raised a weight 12,000 pounds, while a little matter of 1,000 to 5,000 pounds is an every-day occurrence. This places us at a disadvantage, as we seem to have a shortage when in reality there is none.

In conclusion, I would ask that this Association by its board of directors at once take up with the railroads the question of car and terminal service. Demand better cars; demand better switching facilities and demand a better police system in the yards at Kansas City.

Of the individual members I would ask that you positively refuse to load bad order cars. Next, that you look carefully after your scales and see that all your grain is carefully and accurately weighed, and that your cars are properly secured before they leave your station. Make it a point to know that both side and end doors have been properly sealed. Then send an accurate copy of your invoices to our Kansas City office. Then, if you will continue to furnish me with an efficient corps of men, I can promise you the matter of serious shortages at Kansas City will have become a thing of the past.

THE TEXAS ASSOCIATION.

The Texas Grain Dealers' Association have been making an effort to have the railroads of that state recall their recent schedules, advancing grain rates to the coast; but at this writing do not seem to have accomplished more with the roads than to make a vigorous protest. One immediate result was the possible diversion of grain from Galveston to New Orleans; the interstate rate being lower than the state rate. Bearing on this point, Secretary Crenshaw, in December last, sent out the following to members of the Association:

Numerous consultations and conferences by our transportation committee, appointed to look into the present rate situation, have resulted in the following conclusions:

1. That Judge McCormick cannot now issue any order modifying or staying the operation of his injunction decision without appearing in the attitude of acknowledging his injunction decision wrong, at least in a degree.

2. That the railroad commission will not issue any tariffs other than the ones enjoined, for fear of appearing at the final trial before the Supreme Court in the attitude of tacitly conceding that the enjoined rates were too low, as claimed by the railway companies.

3. That the injunction decision leaves the railway companies free to make such rates as they may wish, so as not to make them as low or lower than the enjoined rates.

4. That therefore the only relief from present congested and paralyzed conditions must come from the railway companies only.

The 17½ cent rate on corn to New Orleans has not been changed and it remains wholly and entirely with the railway companies to so adjust rates as to allow our corn to go to Galveston, our home port, or force it to New Orleans. Present conditions cannot continue, and if the railroad people fail or refuse to act promptly our only outlet and relief will be to turn our shipments to New Orleans.

On December 21, President Harison of the Association at Sherman, speaking of the interstate rates said:

The Association called the attention of the railroads to the great injustice about to be done the grain dealers of Texas in the probable advance of rates from Texas points to the Mississippi River, and to-day we received positive assurance from officials of the Texas & Pacific and the Houston & Texas Central railroads that the present rate of 25 cents per hundred pounds would remain in force. We have as yet heard from none of the other roads. The two mentioned are the roads over which most of the grain shipments are made from this section. This action on the part of the roads will protect the Texas dealers from serious loss and probably avert disastrous results in other ways. We are expecting encouraging news of the same nature from other roads.

JOE LEITER'S GHOST.

The wraith of Joe Leiter, the wheat speculator, still haunts the Chicago Board of Trade, and was the burthen of some of the best things gotten off by the amateur minstrel show gotten up by the Board of Trade Cycling Club to amuse the board members with something better than the ancient tomfoolery of smashing sample bags and pelting members with flour on New Year's Eve. The following took part in the performance: Interlocutor, T. J. Cannon; bones, E. Joseph Hayes, E. W. Collins, A. C. Berry, J. G. Harris; tambos, Pete Tierney, E. Newman, Al Smith, Al Stumpf; balladists, M. Buchbinder, W. E. Johnson, J. McClure, J. A. Collins; chorus, William J. Fox, Tony Hahn, J. F. Morton, J. B. Morton, George J. Ohlenroth, R. J. Carroll, James Toomey, Phil Branton, J. Begg, E. P. McGrath; manager, Mr. Oscar Jackson; musical directors, Mr. J. M. Hahn, Mr. G. L. Glueckauf.

There was an admirable program, which was given with immense success; but the following joke made the biggest hit, E. W. Collins (bones) getting it off in this way:

"I had a dream the other night," remarked Collins to the Interlocutor.

"A dream?"

"Yes."

"And what did you dream?"

"I dreamed that I died and went to heaven. And as I was strolling along the golden streets I saw Joe Leiter shooting compressed hot air into the other angels about wheat deals and milk trusts and all other kinds of deals. Just then I heard a commotion at the pearly gates and a loud rapping. The gate was opened and there stood Phil Armour. He said that he was dead and wanted to come in.

"'You cannot enter,' said St. Peter, 'you're a speculator and no speculators are admitted.'

"'But there's my friend, Joe Leiter; he's a speculator,' said he.

"'No, Joe's not a speculator,' replied St. Peter. 'He only thinks he is.'"

The audience laughed long at this hard hit at the man who kept the speculators of the world in consternation for weeks, but had failed to carry through his big corner and was relieved by Mr. Armour.

"Up Against the Real Thing Now," with a verse in which Joseph Leiter and his wheat deal figured prominently, was sung by E. Newman, and tickled the audience immensely. The verse ran as follows:

You all know a young man with a smile so bland
Who tried to run a wheat deal on a scale something grand.
He bought it in the West and shipped it to the East
And the shorts began to think, "Will this thing never cease?"
The dollar mark was quickly reached; one eighty-five was high;
The boy, he kept on buying, while his father he did sigh.
The crash came at last one day; the game was overplayed;
His father came from Washington, and to the boy he said:

"You're up against the real thing now;
You're up against the real thing now;
You bought it in the West
And you shipped it to the East;
You're up against the real thing now."

CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

Reports from various sections of Georgia indicate the largest wheat acreage since the war.

A Wisconsin newspaper correspondent says: "I have recently visited and made examinations in the counties of Waukesha, Walworth, Jefferson, Rock, Dane, Iowa, Sauk, Richland, Crawford and Grant and find the same condition of things nearly everywhere. The seeding was done early under favorable conditions. The fall was warm and wet. Sixteen rainy days in October. The plant got such a remarkably rank growth that the sudden extremely cold weather killed it in its infancy."

OHIO CROP REPORT, January 1.—The following report is based on returns from the regular township crop correspondents of the department. The reports as received from correspondents are for the respective townships. These are arranged to represent the counties, when the average for the state is secured: Wheat, condition compared with an average, 100 per cent; winter barley, condition compared with an average, 98 per cent; rye, condition compared with an average, 97 per cent; corn, condition of in crib compared with an average, 93 per cent; corn, condition of in shock as compared with an average, 80 per cent; corn, proportion not yet husked, 14 per cent; corn crop of 1897, fed to beef cattle, 14 per cent; corn crop of 1897, fed to hogs, 41 per cent. The estimated condition of wheat shows no material change since the report of December 1, when it was reported that some damage was evident as a result of ravages from Hessian fly and white grubworm. It is shown that damage from these sources was mostly confined to the early-sown wheat. Many correspondents report the plant as outgrowing the damage and predict a good crop, with continued favorable conditions. Many reports, and representing all sections of the state, are exceedingly good, while none are seriously bad. While there has been no very extended snow protection thus far, the wheat plant, generally speaking, seems to be withstanding the winter, and there being little severe alternating freezing and thawing, continues well-rooted. A large amount of corn remains unhusked. There has been considerable soft and chaffy corn, and much damage to shock corn fodder.

An accurate record of the corn yield on the 121 farms of the Sibley estate in Central Illinois, says the Bloomington Pantagraph, shows that the most of it averaged between thirty and forty bushels per acre. One tenant raised forty-eight bushels per acre, the largest yield of all; twenty-six tenants raised more than forty bushels and seven less than thirty bushels per acre. The tenants' corn ground ranged from forty to 168 acres.

PRESS COMMENT

IS CORN KING?

Everybody may as well acknowledge the corn. It is king.—Chicago Tribune.

The Illinois farmer is king and his corncrib is his throne.—Ibid.

ESTIMATING THE FLAXSEED CROP.

For some reason or other that governmental publication has been dropped. The most reliable way now, perhaps, to figure out the production is to calculate from receipts and shipments, for the acreage is an unknown quantity, no census report having been taken of it that is in any manner reliable since the report of 1890.—Minneapolis Market Record.

THE CORN PROPAGANDA.

The corn growing states of the West would be justified in lending a helping hand to this enterprise. The exhibit at Paris, in order to be effective, must be thorough. It will not do to merely tack up ears of corn for the people to look at. They must be appealed to in another way besides. Europe needs to be convinced that corn is a healthful and cheap food for human beings.—Sioux City Tribune.

SPECULATION AND SENTIMENT.

There never was a period of great activity in trade and industry with so little speculation in staple products as has been done during the past year. Business has been strictly on a supply-and-demand basis without any sentiment or any buying in anticipation of higher prices. This is true, not only of the ordinary business pursuits, but also of the grain and provision markets, where every possible facility for speculation exists.—Kansas City Star.

CORN LANDS GOOD PROPERTY.

The severity of the winter so far has materially increased the amount of corn consumption throughout the corn producing area. The farmers are finding that the old corn in bins is not as large in quantity as commonly supposed. The advance in the price of corn has been welcome. It has helped to stiffen prices of land and it has put new courage in the hearts of the farmers. It is beginning to dawn upon them that the corn producing lands are the best lands in the world.—Cedar Rapids Republican.

AGRICULTURE IN THE ARGENTINE.

This fourth failure of the Argentine climate to land its wheat crop at maturity in good order brings to mind the conclusion to which we have frequently alluded in these columns, viz., that the forces of nature in South America are so untamed that the successful cultivation of the higher classed cereals cannot be with safety relied upon; and it will be surprising indeed if the Argentine farmer does not now become disheartened and in some cases cease the cultivation of such a precarious crop.—Broomhall's.

THE FOREIGN DEMAND IS THE THING.

The price of American wheat depends largely upon the extent of the foreign demand. That there are people who resent this view, on the bombastic basis that this is a big country, a great nation, able to dictate terms to the world, does not alter its truth. Fume and fret about it as men may; charge it upon political conditions, financial combinations or individual greed, as men will; organize a political party for the purpose of abrogating it, as men have; the law of demand and supply is supreme in the domain of trade.—Portland Oregonian.

CORN IS KING.

The corn on hand the first of last November was estimated at 138,000,000 bushels, and as this year's crop is but 1,900,000,000 bushels, the aggregate will be only a little over 2,100,000,000. This aggregate is much less than the consumption last year, and it is evident that unless the home consumption and exports have a remarkable falling off, corn will next year go to the highest price the farmers have enjoyed in years. Corn will be king again, and the American Maize Propaganda, in which Quincy, Ill., is taking such commendable interest, will be an important factor in the crowning.—Quincy Whig.

A FARMERS' YEAR.

The year 1898 now closed has been indeed a farmers' year. It may be summed up as a season of large crop acreage, freedom from drouth or other disaster, liberal yield, with surroundings favorable to live stock and dairy industry, a good home and foreign demand for our surplus, fairly remunerative prices to producers, further reductions in farm indebtedness and unprecedentedly "cheap money." . . On the other hand, the pessimists maintain that the reduced interest charges point to a plethora of idle money, with owners timid about investing in industrial and commercial activities. Yet the fact cannot be gainsaid that the business of the country is on a splendid basis, our exports of farm produce unexcelled, our granaries and feed lots still holding liberal reserves for future markets, and American agriculture as a whole in a prosperous condition.—Orange Judd Farmer.

DECADENCE OF THE BOARD OF TRADE.

The announcement yesterday that the twilight of the race has at last cast its enervating shade over the Chicago Board of Trade will be received with a universal feeling of gloom and oppression. . . For the board will celebrate the going out of the old year with a vaudeville show. The hearty and spontaneous merriment of its palmy days is no more. The free joyousness of the healthy, natural man, as expressed by driving a fellow member's hat over his ears, emptying a sack of flour down his back and hitting him between the shoulders with a chair, gives place to the effeminate diversion of watching some song-and-dance artists. Of course this is only a beginning. When degeneracy sets in it develops with astonishing swiftness. In a few years we shall see manners in the wheat pit. Members will not elbow one another out of place. If they collide each will beg the other's pardon instead of manfully shouting an invitation to go to grass when there is no grass. Even as the philosopher declared, "All is ended; all is over; all has been."—Chicago Daily News.

PERSONAL

James Ewing has succeeded M. K. Bowles as grain agent at Midland City, Ill.

Mrs. Hasenwinkle of Hudson, Ill., has opened an office and is buying grain at Kappa.

C. S. Lee is now connected with the French Bros. Commission Co. at Kansas City, Mo.

Anon Holt recently took charge of the Spencer Grain Co.'s elevator at Menno, S. Dak.

M. F. Bunday of Redfield has taken charge of the Atlas Elevator Co.'s business at Wessington, S. Dak.

A. Sanford has succeeded M. M. Gilman as grain buyer at the Milwaukee Elevator at Plymouth, Wis.

Mr. C. D. Dillin has removed from Neola, Iowa, to Chicago, where he is connected with the Neola Elevator Co.

H. E. Stout of Minneapolis is being indorsed by many grain and commission firms of that city for the state weighmastership.

H. W. Fitch has removed from Chicago to Sandusky, Ohio, where he will again take charge of Rosenbaum Bros'. elevator.

Henry Lasson, of the Canadian County Mill & Elevator Co. of El Reno, O. T., contemplates a trip to England in the near future.

F. D. Brown, on January 1, withdrew from the firm of Lindblom & Co., Chicago, and made a connection with W. L. Vance & Co.

J. M. Hail, of the E. R. Boynton Commission Co., Kansas City, Mo., was married on November 23 to Miss Ida Campbell of Belton, Mo.

M. R. Walsh, a grain dealer of Campus, Ill., together with Walsh Bros. of the same place, are engaging in the banking business there.

P. A. McGuire is now representing the Northern Grain Co. at Janesville, Wis., as buyer, where he formerly acted for W. W. Cargill & Co.

J. T. Weatherhogg, station agent at Turlington, Nebr., has been appointed buyer for the Duff Grain Co. at that point, and will fill both positions.

G. Douglass Bradley is now representing Max Judd & Co. on the St. Louis Merchants' Exchange, where he formerly represented Allen, Grier & Zeller of Chicago.

Frank W. Achorn, who has been engaged with a grain business at Waldoboro, Me., for a dozen years, has recently taken a position with Wight & Woodward of New Orleans, La.

It is reported that J. K. Grey, agent for the St. Anthony & Dakota Elevator Co. at Northcote, Minn., has decided to give up the grain business and remove to the Pacific states.

Mr. J. A. Williams, who has been grain buyer at the Catlin Elevator at Catlin, Ill., since June, 1895, informs us that we erred in reporting Geo. Lowe as being buyer at that point.

Fred T. Fall was married January 4 to Miss Jennie Davis of La Crosse, Wis. They are making their home in Fairland, Ind. Ter., where he is engaged with his father in the grain business.

Alfred Limpus of Vancouver, B. C., is trying to locate his brother, Ernest St. John Limpus, who was a grain speculator in Chicago during the World's Fair year. A fortune of $20,000 is said to be awaiting him from his father's estate.

Henry Roper of London, England, a large importer of grain through our Gulf ports, visited Kansas City and other grain points last month.

James H. Knaub, a grain inspector in Chicago, had his left arm cut off on January 3 by falling under a passenger train which he attempted to board while in motion. He was taken to Mercy Hospital.

Lloyd J. Smith, manager of the Chicago & St. Louis Elevator, with offices at 145 Van Buren Street, Chicago, is receiving congratulations from his friends because of his appointment as a Lincoln Park commissioner.

Peter Reid, representing two large New York exporting firms, inspected a couple cargoes of grain at Galveston early this month. While there he expressed himself as well pleased with the system of inspection in vogue there.

The "boys" on the Kansas City Board of Trade decided by a unanimous vote to promote Major J. C. Edwards, manager of the Rex Mill, to the rank of Colonel after January 1, in recognition of his genial personality and large wheat purchases.

Albert Boyers, who was formerly connected with the milling business, has been for some time in charge of the Buffalo Transfer Elevator at Buffalo, N. Y. He keeps posted in his line of work by reading the "American Elevator and Grain Trade."

Adolphus W. Busch, a prominent grain importer of Copenhagen, Denmark, was the guest of Walter E. Orthwein at St. Louis last month. He gave some interesting facts concerning his home country. He is importing considerable corn or maize this year for stock food but not so much wheat as usual, owing to good European crops. He says that even a pauper in Denmark would consider himself insulted if offered a piece of corn bread, owing to their ignorance of its value as human food.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

John Hardy, Chenoa, Ill.
S. J. Bingham, Hemet, Cal.
W. F. Schilt, Bremen, Ind.
Jas. McGrew Jr., Kankakee, Ill.
W. H. Slightam, Soldier's Grove, Wis.
J. S. Leas, of Barnard & Leas Mfg. Co., Moline, Ill.
C. G. Hammond of Huntley Mfg. Co., Silver Creek, N. Y.
C. T. Hodge, Fort Worth, Texas, representing E. P. Allis Co., Milwaukee, Wis.
John E. Mitchell, St. Louis, Mo., representing The Knickerbocker Co., Jackson, Mich.

Will the acrobat (foreign demand) continue to hold the bull, or will he drop him?—Zahm & Co.'s Circular.

T. W. Hines has sold his hay business at Hamilton, Mo.

A. J. Johnson has succeeded Newton & Johnson, hay dealers at Lead, S. Dak.

R. P. Van Ripper, a hay and feed merchant at Paterson, N. J., assigned last month.

D. C. Warren has sold his hay and grain business at North Carver, Mass., to Roswell Shurtleff.

Watson W. Walton has succeeded Walton Bros. in the hay, grain and feed business at Philadelphia, Pa.

The exports of hay from New York City were much larger during December than during the two months previous.

George H. Nichols, formerly dealer in hay and straw at Oswego, Ill., has engaged in the same business at Newark.

On December 26 a big hay barn at Kankakee, Ill., belonging to R. G. & C. H. Risser Co., was destroyed by fire. The barn and contents were valued at about $2,900, with an insurance of $2,500.

The commencement of the year is a good time to join the National Hay Association. E. L. Rogers of Philadelphia, chairman of the Membership Committee, will be glad to receive your application.

The price of hay in Canada has been unusually low this fall, many hundreds of tons having been purchased at country points at 50 per cent less than the cost of the freight to the Liverpool market.

A great deal of hay was sold during the fall and winter to fill government contracts. This has had the tendency to prevent the eastern markets from being overstocked and has also helped prices very materially.

Studebaker & Co. of Bluffton, Ind., recently shipped to Forrester Bros. of St. Louis, Mo., a car containing 60,000 pounds of hay. It was reported to be the largest carload of hay ever received by a St. Louis firm.

Arrivals of hay at Chicago for the year are reported at 223,000 tons, against 245,000 tons for the previous year. The value of the hay sold in Chicago for the year is estimated at $2,000,000, and the average price at $9 per ton. Outside figures for the year were realized during the close of the old crop year.

The largest hay crop ever raised was gathered in 1898, the yield being 1.55 tons per acre, against 1.42 tons in 1897. The value of the hay crop of the country is $418,000,000, and the yield 65,000,000 tons. Prices during the year ranged low, No. 1 Timothy selling between $6 and $10.75, Choice Prairie at $6.50 to $12, with the closing prices at $1.50 to $2 above the low point.

At the regular annual meeting of the directors of the Kansas City Hay Dealers' Association, which was held at Kansas City in December, Richard Meneffee was elected president of the Association, E. R. Boynton, vice-president, J. T. Woolsey, secretary, and Bert Sheldon treasurer. H. Harris is chairman of the Finance and Means Committee, Samuel Harden chairman of the Transportation Committee, J. I. Huffine, chairman of Scales and Weighing Committee, J. A. Brubaker chairman of the Inspection Committee and Ben Tyler chairman of Committee on Constitution and By-Laws.

COLORADO HAY.

"This has been the greatest hay year I have ever seen in Colorado," said W. F. Thompson of the W. F. Thompson Mercantile Company, to a reporter of the Denver Post. "It is safe to say that 80,000 tons of alfalfa were sold in this city this year at an average of $6 per ton, taking the three crops, first, second and third cuttings. Say that is one-fifth of the state's production and we get a total for the year of $2,400,000. In this none of the alfalfa fed to sheep and cattle by stockmen is reckoned. When you come to think of the amount fed to cattle for market the sum total of the returns must be enormous. Any guess at it would be incorrect and ludicrous and worthless. Eighty per cent of the alfalfa used in Denver, for instance, is hauled in by farmers and there is no record of it anywhere. This has been the greatest winter Colorado has ever had for feeding. Thousands of cars of bottom and upland hay have been sold at an average of $80 per car. All the hay grown in the northern counties like Weld and Larimer and Boulder and in the counties down the Platte River have been consumed entirely this season by feeders. Hay could not be purchased in that territory by a Denver merchant. The feeders wanted it all. The hay grown in South, Middle and North parks was mainly marketed in the mining camps, while some went into beef for those camps. Prices have been better than for half a dozen years past. They have ruled all along $1 to $1.50 per ton higher than in 1897 or 1896. I can remember when the entire state poured hay into this market and it was a drug. Since then, while the number of acres in hay have increased on the plains and in the mountain valleys, and the aggregate quantity produced has increased greatly, the mountain camps have increased in number and demand until they absorb everything from the valleys near by. As a matter of fact, Denver sends very little to the camps."

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending December 17 the receipts were 6,029 tons, against 6,694 tons the previous week. Shipments were 205 tons, against 232 for the previous week. The market for both Timothy and Prairie Hay ruled dull during the week. The arrivals were large and only a moderate local demand existing. There was only little inquiry for shipment. Toward the close of the week the receipts became smaller and a steadier feeling prevailed. Sales of Choice Timothy ranged at $8.00@9.00; No. 1, $7.25@8.50; No. 2, $7.00@7.50; not graded, $7.00@8.25; Choice Prairie, $8.00@9.00; No. 1, $6.50@8.00; No. 2, $5.50@6.50; No. 3, $4.50@5.50. Rye straw sold at $5.25@6.50. Wheat straw at $4.50@4.75 and oat straw at $4.50@4.75.

During the week ending with December 23 the receipts were 4,737 tons, against 6,029 tons for the previous week. Shipments were 238 tons, against 205 tons for the previous week. The market was quiet and dull throughout the week. The arrivals were small but the demand was light from local dealers, who merely supplied their necessary wants. Sales of Choice Timothy ranged at $8.00@8.50; No. 1, $7.50@8.00; No. 2, $7.00@7.25. Not graded, $7.00@7.50; Choice Prairie, $8.00@9.00—outside for fancy Kansas; No. 1, $7.50@8.25; No. 2, $5.00@6.75; No. 3, $5.00@5.25. Bedding hay, $3.50. Rye straw sold at $5.50@6.00, and wheat straw at $4.50.

During the week ending January 7, the receipts were 2,549 tons, against 3,726 tons for the previous week. Shipments for the week were 190 tons, against 264 tons for the previous week. A very firm market was experienced throughout the week for both Timothy and Prairie Hay. The arrivals were only moderate, and a good demand existed for all grades. Local dealers took hold freely and the market was as active as the offerings would admit. Prices advanced about 50 cents per ton. Sales of Choice Timothy ranged at $8.50@9.50; No. 1, $8.00@9.00; No. 2, $7.00@8.50; No. 3, $6.50@7.00. Not graded, $6.00@8.50; Choice Prairie, $8.00@9.00; No. 1, $6.50@8.50; No. 2, $5.50@6.00; No. 3, $5.50@5.75. Rye straw sold at $5.50@6.50 and oat straw at $4.00@5.00.

MILWAUKEE'S YEAR'S WORK.

Secretary Langson gave to the press the following statement (condensed) of the receipts and shipments of grain at Milwaukee during 1898:

1898—	Receipts.	Shipments.
Wheat, bushels	12,546,132	4,696,992
Corn, bushels	7,423,650	8,276,087
Oats, bushels	11,289,000	11,393,676
Barley, bushels	11,787,640	5,528,989
Rye, bushels	1,927,620	1,573,875
	44,974,042	31,469,619

DULUTH'S GRAIN YEAR.

The past year, 1898, was the greatest the Head of the Lakes, Duluth and Superior, have ever known; and the wheat receipts having reached a total of 66,763,316 bushels. The bulk of the business was done during the last four months of the year, 53,443,000 bushels of the above total having been received during that time. The following table is a condensed statement of the year's business:

1898—	Received.	Shipped.
Wheat	66,763,316	55,706,758
Corn	3,343,001	3,608,359
Oats	3,963,767	5,037,397
Rye	2,197,053	3,187,390
Barley	3,103,179	3,245,954
Flax	6,821,765	6,414,706
Totals	86,292,081	76,200,564

COMMISSION

The New York grain brokerage firm of Young & Jenkins has dissolved.

J. D. Rowe has purchased W. C. Crolins' grain and stock exchange at Rockford, Ill.

Harlow & Congdon is the name under which Harlow & Co., Chicago, are now conducting business.

Randolph, Paige & Co., wholesale flour and grain, at New York City, are succeeded by E. W. Paige & Co.

C. W. Ruprecht & Co. are the successors of C. W. Ruprecht in the grain and provision brokerage business at New York.

A. W. Allen & Co. is the style of the firm organized by A. W. Allen, late of the retired firm of Allen, Grier & Zeller, Chicago.

Axtater & Pierson, grain and stock brokers of Lincoln, Nebr., have opened an office at Hastings, in charge of Mr. W. H. Axtater.

Solomon and Wm. E. Straus have formed a partnership to conduct a general grain business, with offices in the Merchants' Bank Building, Baltimore, Md.

Mr. W. A. Botkin, who has operated a grain and stock brokerage office in Stockton, Cal., for a couple of years, has closed his office and will probably locate in the East.

Snydacker, Fyffe & Co. of Chicago were succeeded on January 1 by Fyffe Bros. & Co. Mr. Snydacker will devote his time to the grain business of the Richardson Company.

Counselman & Co. of Chicago recently admitted into the firm Fred S. Martin and Chas. B. Slade, two young men who have been active in the management of its cash grain department.

The National Stock Exchange, Portland, Maine, has been incorporated to deal in grain and securities. The capital stock is $250,000, of which $250 is paid in. The president is Samuel H. Whittimore of Boston, Mass.

Mr. H. D. Metcalfe, who has been connected with the firm of Alex. McFee & Co., grain merchants at Montreal, for the past eleven years, has severed his connection with them and he now starts out in business for himself.

Noble Jones, a Chicago grain man, filed a petition in bankruptcy last month. E. S. Jones and Walter Metcalfe were silent partners. The liabilities are said to amount to over $137,000, and the assets $183,000, consisting largely of uncollectable bills.

The D. R. Francis & Bro. Grain Co., St. Louis, Mo., has increased its capital stock from $10,000 to $250,000. A banking and stock and bond business will be done in addition to the grain export business. The incorporators of the new organization are D. R. Francis, T. H. Francis, T. W. Boyd, W. P. Kennett and Perry Francis.

The Weare Commission Co., which has headquarters in the Old Colony Building at Chicago, has opened a branch office at 427 Stock Exchange Building. This office is under the management of Mr. Carl Moll, and it will prove a decided convenience to many of this firm's customers in that section of Chicago. Mr. Moll is a member of the Chicago Stock Exchange.

Charles R. and Edwin Evarts, comprising the firm of Evarts & Co., doing a grain commission business at Detroit, Mich., disposed of their business the first of the year to George H. Ward & Co., doing a similar business in the Chamber of Commerce. Evarts & Co. did not sell their Canadian business, which consisted of three offices in Ontario, but are settling up and closing out that business also.

Ware & Leland of Chicago are sending out to the grain dealers of the country a neat little card calling attention to their excellent facilities for handling business. The printed matter on the card appears in their advertisement in this issue. The firm report that the business in their option, receiving and foreign departments is increasing every day and that the beginning of this year sees them better prepared than ever for taking care of their customers' interests.

SEATTLE'S GRAIN BUSINESS.

The Seattle Trade Register for January 1 gives the following totals of the grain receipts for 1898 for that port:

Wheat, tons	73,580
Barley, tons	3,496
Oats, tons	1,904
Rye, tons	160
	79,148
Same, 1897	43,632

Fires - Casualties

Belden & Co., produce dealers of Dansville, N. Y., lost 700 bushels of grain in a fire there last month.

Pope & Johnson's elevator at Hampton, Iowa, was burned January 7. Loss about $10,000, with insurance of $7,000.

The Northwestern Elevator at Langdon, N. Dak., was burned on December 26. It contained 35,000 bushels of grain.

Metcalf & Son of Franklin, Mass., lost their grain and hay store, along with considerable other property, by fire, on December 11.

The Ogilvie Milling Co.'s elevator at Pierson, Man., was burned on December 28, together with about 1,500 bushels of wheat.

The Western Milling Co.'s elevator at Pense, Assa., N. W. T., together with 15,000 bushels of wheat, was burned on December 15.

H. S. and J. S. Shippy of Glens Falls, N. Y., lost their grain store by fire on December 19. Their insurance amounted to only $1,500.

On December 20 J. L. Douglass' elevator at Shirley, Ill., was destroyed by a fire probably started by tramps. It was insured for $2,000.

Crabb & Reynolds, dealers in grain, flour, etc., at Crawfordsville, Ind., suffered a loss of about $10,000 by fire early this month. They were fully insured.

The Central Granaries Co.'s elevator at Elsie, Nebr., operated by Lohse Bros., was destroyed by fire on December 21. The loss on building and grain was about $2,500.

W. S. Donaldson, an elevator man of Charleston, Ill., while walking across the basement of the elevator in the dark, came in contact with the edge of a running belt which cut his face under the eye.

The 50,000-bushel elevator at Hartland, Wis., owned by Baumann Bros., Milwaukee, and managed by J. H. Keating, was destroyed by fire January 3. Insurance, $15,000, which nearly covers the loss.

Iver Larson, while working in the Interstate Elevator at Radcliffe, Iowa, recently got his left hand caught in the machinery, and before the machinery was stopped his arm was dislocated at the elbow and other injuries sustained.

Minneapolis had its third elevator fire within two weeks by the burning on January 9 of the annex to the Woodworth elevator. The loss on the building is $12,000; insurance, $7,000; and on the grain, $6,000; insurance, $4,000.

The Northwestern Elevator Co.'s elevator at Grove City, Minn., was burned on December 28, with 21,000 bushels of grain, nearly all wheat. This made three large elevators belonging to this company that were burned within that many days.

J. F. McCormick's elevator at Ambia, Ind., caught fire on December 14 from a hot shaft bearing, but was discovered in time to prevent any particular damage. It was a narrow escape, however, for the 60,000 bushels of grain in store at that time.

W. H. Butterfield & Son's elevator at Creighton, Nebr., burned January 2, together with 8,200 bushels of grain. The loss is about $4,500, with an insurance of $3,500. The fire is said to have started from a leak of the gasoline used to run the engine.

Allen & Treleven's feed mill and elevator at Fond du Lac, Wis., were destroyed by fire on December 24. The fire is said to have originated somewhere in the center of the mill, and occasioned a loss of $30,000, on which there is an insurance of $14,000.

On December 15, P. D. Smith's new elevator at St. Edwards, Nebr., was destroyed by a fire, originating in the engine room—probably in a pile of cobs used for fuel. About 8,000 bushels of grain was in store. The insurance is $5,000 and the house will be rebuilt at once.

The Marfield Elevator at Utica, Minn., was destroyed by fire December 22. It was in charge of J. D. Kitt, and contained some 10,000 bushels of grain. The fire is thought to have originated probably in an elevator boot. The loss is placed by the company at $20,000; fully insured.

The elevator at Overpeck's Station, three miles north of Hamilton, O., owned by J. B. Branch of Middletown, was destroyed by fire on January 5. There was no insurance on building or contents. The latter consisted only of 400 bushels of corn, owned by Geo. K. Shaffer of Hamilton.

Elevator E, owned by Wheeler, Carter & Co., Minneapolis, Minn., was burned on December 27, together with 60,000 bushels of wheat. The fire originated in the engine room from some cause not known. The house has been under the management of Mr. C. L. Thayer. The total loss is estimated at $75,000, with $15,000 insurance on building, and $35,000 on contents. The capacity of the burned house was about 150,000 bushels.

On January 4 the grain warehouse of Ferrin Bros. at Geneseo, N. Y., was destroyed by fire, as was also the adjoining warehouse of Beldin & Co. These warehouses were well filled and the loss is in the neighborhood of $30,000. The property was well insured and will probably be rebuilt.

The warehouse of the Clearwater Grain Co. at Spaulding, Idaho, was destroyed by fire last month. It contained about 40,000 bushels of wheat. The grain was insured for $15,000, and the building for $1,000. Some 5,000 to 10,000 bushels of the wheat was owned by farmers and not covered by insurance.

At Clara City, Minn., on December 27, at 4 a. m., the double Northwestern Elevator, with 35,000 bushels of grain, the Interstate Elevator, with 2,000 bushels, and two Great Northern freight cars, went up in flames, said to be of incendiary origin. The estimated loss is $27,000, probably fully covered by insurance.

About 200 feet of the conveyor built last summer by the Montreal Warehousing Co., connecting the elevator and Windmill Point Basin, for loading ocean vessels direct, was thrown down by ice recently. Little damage, however, resulted, and it will probably be arranged to take it down in the fall hereafter.

Moses Bros. Grain Co.'s elevator at Great Bend, Kans., was burned on the morning of December 19. The building and machinery were valued at $12,000, insurance $6,000. The bins contained about 25,000 bushels of grain on which there will be considerable salvage; insurance, $5,000. The elevator will be rebuilt.

On December 14, P. B. Mann & Co.'s warehouse at Whittemore, Iowa, operated by the Minnesota & Western Grain Co., was destroyed by fire. The fire also destroyed the adjacent building owned by the Hunting Elevator Co., and containing about 11,000 bushels of grain. The total loss is about $6,000. The amount of insurance is not known.

Fraser & DeForest's elevator at North Henderson, Knox County, Ill., was destroyed by fire on December 13. This house was built in 1890, at a cost of $2,600, was of 30,000 bushels' capacity, and operated by a gasoline engine. The building was insured for $2,500, and contained at the time of the fire about 10,000 bushels of oats. It will probably be rebuilt.

Elevator X at Minneapolis, owned by the Geo. C. Bagley Elevator Co., was destroyed by fire on the morning of December 29. The main elevator, together with its annex and 200,000 bushels of wheat, was consumed making a total loss estimated at $200,000, all covered by insurance. Considerable of the grain was owned by the Pillsbury-Washburn, and the Washburn-Crosby companies.

Wasson & Fry's elevator at Edgar, Ill., was burned on December 10. It was built less than two years ago and contained 5,000 or 6,000 bushels of corn a part of which was the property of Dawson & Boatman of Paris, Ill. The loss on building and contents is probably $4,000, or more, and there is no insurance. The origin of the fire is not known, but it is thought it may have originated from a spark from the traction engine which was used to furnish power.

Again the deadly projecting set-screw on a shaft has crushed out a young life, or at the best left its victim a terrible cripple for life. On December 20, while engaged in oiling in the elevator of his father, Adolph Breuchaud, at Greenville, Ill., Dudley Breuchaud, aged 22, stepped backward in the darkness of the evening so that his overalls came in contact with a set-screw securing a collar on a line-shaft placed only 1¼ inches above the floor, and making 300 revolutions per minute. Although he grabbed an adjoining timber with both hands, his leg was drawn under the shaft and reduced to pulp to above the knee, the bone being driven through the floor. His left knee was also terribly injured. Although his cries for help were immediately responded to by a large number of men, it was twenty-five minutes before he could be released from underneath the shaft. During all this time he retained consciousness, and directed the work of his rescuers. His leg was amputated above the knee, and it is hoped he may recover, but his remaining knee will probably be stiff and useless. Mr. Breuchaud was married only last June.

It is not all velvet for the broom corn speculators. When corn was selling at $60 per ton, the brokers made contracts for the entire crop to be delivered by the farmers at purchaser's option. Now that the stuff is worth $100 a ton, there is a disposition on the part of some of the farmers to refuse to deliver at less than the present market price. There are cases of this kind all over the district of which Arcola is the center, and no less than 100 replevin suits were booked prior to January 1.

The Exchanges

The Winnipeg Grain Exchange has advanced its membership fee from $100 to $125.

The annual meeting of the Montreal Corn Exchange will be held on January 25.

The Tacoma Chamber of Commerce is said to be agitating the organization of a grain exchange.

The Chicago Board of Trade directors have fixed the annual dues at $60, payable in two equal installments.

The annual membership dues of the Duluth Board of Trade for this year is $45 with a rebate of $10 if paid in 30 days.

When the Superior Board of Trade got through with the old year, the janitor swept up some 12 bushels of wheat and the products thereof.

Conway W. Ball has resigned his position as grain inspector of the Buffalo Merchants' Exchange, and John Shanahan, his assistant, has been appointed to the vacancy.

H. F. Langenburg was the delegate that represented the St. Louis Merchants' Exchange at Washington with reference to the improvement of the Mobile, Ala., harbor.

The Minneapolis Chamber of Commerce celebrated the new year's arrival by an entertainment on December 31, which was enjoyed by about 1,000 members and friends.

The newly elected directors of the Grain, Hay and Feed Receivers' Association of Cincinnati have organized by the election of Charles L. Garner as president; Joseph W. Van Leunen, secretary, and James A. Loudon, treasurer.

The annual auction sale of choice of squares on the grain tables in the Boston Chamber of Commerce occurred last month. The premiums aggregated $500.50, a trifle less than usual. These premiums paid for locations do not include the annual rentals.

On December 17 about fifty firms were represented at the meeting of the Twin City Commission Men's Association, which was held at the Nicollet House, Minneapolis. A supper and program were the principal features, but the question of rates was discussed and a paper read by C. C. Merrill on consignments and the proper commission to be charged. The next meeting will be in St. Paul on January 21.

The first corn option ever traded in on the floor of the Duluth Board of Trade was a purchase of 10,000 bushels of May corn on January 7 at 36¾ cents. The directors have not yet established a contract grade, but it is understood that contracts call for No. 3 yellow. Present corn receipts at Duluth are 40 to 50 cars daily, with some 1,500,000 bushels in store, about 1,000,000 bushels of which is old corn.

The Grain and Cotton Exchange of Richmond, Va., has a membership of 67. Receipts for the year ended December 31, 1898, were as follows: Wheat, 616,730 bushels; corn, 1,384,408 bushels; oats, 798,956 bushels; rye, 21,378 bushels. Total, 2,821,472 bushels, a decrease of 6,082 bushels. Flour, 136,369 barrels, a decrease of 4,453 barrels; hay, 28,286 tons, an increase of 8,936 tons; mill offal, 6,437 tons. Number of cars of grain inspected during the year, 650.

The British Board of Trade has adopted a new winter load line for vessels trading at North Atlantic ports, which has long been sought for by New York and Philadelphia shipping interests. Under the existing rules, vessels loading at Baltimore and southern ports could load on an average of about 5 inches deeper. The new decision, now taking effect, applies to all ports north of Cape Hatteras and puts Baltimore, Newport News and Norfolk under the same restrictions as to load line as New York and other northerly ports.

The annual election of the Chicago Board of Trade occurred on January 9, and resulted in the selection of the following officers and committeemen: President, Richard S. Lyon; first vice-president, Henry O. Parker; second vice-president, James Nicol; directors, Thomas M. Baxter, Elzear A. Beauvais, Thomas M. Hunter, William L. Gregson, Charles W. Buckley; committee of appeals, Charles L. Dougherty, Albert L. Somers, James B. Dutch, John J. Lindman, John L. Fyffe; committee of arbitration, James B. Carter, Frank A. Crittenden, Frank Marshall, Willard L. Cobb, C. Jay Northup.

S. P. Broughton, grain inspector at St. Joseph, Mo., recently made a visit to New Orleans, ostensibly for the purpose of comparing the inspectors' work of the two points with a view to uniformity. Mr. B. believes the grain of his part of the country will go southward for export.

TRANSPORTATION

It is announced that the Illinois Central has bought the Minneapolis & St. Louis road.

The K. C., P. & G. ("Pee Gee") route is turning large quantities of grain into New Orleans for export.

The grain dealers at Memphis have been granted the rebilling privilege by grain carriers through that city.

The annual output of railroad cars in 1898 exceeded all previous records. There were 99,809 freight cars built.

Toronto is organizing a movement to improve the harbors of Collingwood and Toronto, and create the so-called "Collingwood Route."

The average railway freight rate per ton-mile for the United States, according to "Poor's Manual," was 1.057 cents in 1885. In 1897 it had fallen to 0.783 cent.

Rail contracts for corn east, aggregating 2,000,000, with about 1,500,000 going to one exporting firm, were reported in Chicago during the last ten days of December, at a rate not named.

Grain vessels chartered at New York, Philadelphia, Baltimore, Newport News and Norfolk, November 8 to December 31, numbered 128, with carrying capacity of 16,288,000 bushels.

It is reported from Milwaukee that grain charters for winter storage and spring delivery at Buffalo have been made at 2¾ cents for corn, and at 3 cents and 2¾ cents for wheat and rye, respectively.

The rush of eastbound flour over the South Shore Railway has increased so the transfer steamer St. Ignace has gone into commission to assist the Ste. Marie to prevent a blockade of cars in the yards at St. Ignace.

The new Muscatine North & South Railroad will be opened for traffic January 20. It will connect with the Iowa Central at Elrick Junction, and pass through Muscatine, Fruitland, Grand View and Wapello, etc.

The eastbound tonnage of flour and grain from Chicago in 1898, to December 28, was 3,926,907 tons, an increase of 1,276,003 tons over 1897. The heaviest traffic was in February, March and December. Low rates were doubtless responsible for a large part of the increase.

It is rumored in Duluth that the railroads which have contracted to carry Duluth wheat to the seaboard have taken too large a contract, and that one line is likely to have a damage suit on its hands as a result of its inability to get cars to load out as per engagement.

The Canadian railways have agreed that on and after Jan. 1, 1899, the minimum carload weight of fifth and sixth class freight will be 24,000 pounds instead of 20,000 pounds, as at present, with some exceptions. This arrangement will apply on standard cars of 35 feet long or under.

The Des Moines, Northern & Western Railway was taken charge of by the St. Paul January 3. It consists of the lines from Des Moines to Fonda, Iowa, 114 miles; one from Des Moines to Boone, 42 miles. The road will be operated as a part of the St. Paul's Council Bluffs division.

The final hearing at Des Moines on the application for the establishment of joint rates between local points in Iowa on grain, etc., destined for the South, will take place January 17. The application is made by grain buyers who desire to ship Iowa corn to Galveston and Port Arthur for export.

The Minnesota & Iowa Railroad Company has incorporated in Iowa. The road, a branch of the Northwestern system, will run from Sanborn, in Redwood County, Minn., on the Winona & St. Peter Railway, to the south line of Minnesota, extending through Brown, Cottonwood, Watonwan and Martin counties.

A new trans-Atlantic line, with railroad connections with the Lake Superior region, has been opened from Paspebiac, Quebec, Canada, the eastern terminus being Milford Haven, Wales. This line is 600 miles (water) shorter than the Montreal steamer lines and is open several months of the year longer.

The Chicago-Buffalo rate on corn, winter storage, and spring delivery, advanced to 2½ cents about January 1, with every prospect of going higher in the near future. It has been ascertained that the available grain-carrying tonnage wintering here does not exceed 4,250,000 bushels, and fully one-seventh of this capacity is already under charter.

The Illinois Central has been admitted to the heart of Omaha by a franchise granted January 3 to the Omaha Bridge & Terminal Company, to use certain Omaha streets for railway tracks. The Terminal company owns a bridge built seven years ago at a cost of $2,000,000, which has never been used, all roads having entered the city via the U. P. bridge.

The Minneapolis-Milwaukee lines on January 5 made a special rate of 7½ cents on "burned wheat," in order that the damaged grain might be brought to Milwaukee, where the facilities for drying it are better than in any other city in the country.

In comparing the season of 1897 with the closing season, it is found that the daily average rate on corn to Buffalo from Chicago was 1.388 cents per bushel for both years. On wheat from Duluth to Buffalo the daily average rate was 1.839 cents, or a little less than half a cent over Chicago corn. For a considerable period corn was carried from Chicago to Buffalo at ¾ cent, and even touched ⅝ cent. In August a boom began which continued to the middle of October, when the highest notch in all important lines of commerce was reached. Corn went to 3½ cents. In November freights gradually dropped away again.

Items from Abroad

Milling says that English millers are using home grown wheat to a greater extent than for several years.

Argentine exports for the first ten months of 1898 include 671,992 tons of wheat, 607,299 tons of corn, 154,080 tons of linseed and 655,000 tons of hay.

Russian stocks previous to the holidays were accumulating, but as the rye crop is claimed to be a failure, wheat prices for home consumption retard exports.

Shipments of wheat, corn and barley respectively from Russia and Black Sea to Europe from August 1 to December 23 were all in excess of those of the previous year.

The year 1898 showed a large diminution of grain exports from Asia Minor, the crop of the southern districts having been very poor; but no records are procurable for the year's crop.

Russian exports for this crop season to December 17, according to semi-official authority, have included 31,073,600 bushels of wheat, 10,725,600 bushels of rye, 38,917,600 bushels of barley, 10,252,000 bushels of oats and 4,391,200 bushels of corn.

British imports for the first 11 months of 1898 included 59,149,930 hundredweights of wheat, 18,367,669 of flour, 21,543,629 of barley, 14,278,880 of oats, 1,891,217 of peas, 2,025,922 of beans, 52,067,392 of corn (maize), 899,590 of oatmeal and 1,316,370 of corn meal.

Advices from South Africa are to the effect that the Cape Colony wheat crop, after promising well, was attacked in some districts by mist, but it was difficult to determine to what extent damage has been done up to now. Dry weather, with an absence of mist, was required until the wheat should ripen.

Belgian imports of wheat for the first six months of 1898 were 292,582,000 pounds, exceeding the same period of 1897 by 149,000,000 pounds. In the same six months the imports of rye increased from 25,368,797 in 1897 to 86,198,510 pounds; while corn imports rose from 207,004,143 pounds in 1897 to 317,655,600 pounds in 1898.

At a meeting at Petersborough to favor the much discussed "national grain stores" scheme for England, one speaker maintained that only foreign wheat could be stored, the home grown wheat containing too much moisture. The meeting adopted resolutions opposing the scheme. The Lincolnshire Chamber of Commerce also opposes the scheme, but asks for a bounty on wheat.

The Review of the River Plate, November 28, says: "One of the subjects brought before the Minister of Public Works has been the construction of elevators with the view of placing the grain trade on a sounder footing for export. If the present unfortunate weather continues there will be abundant room for the exercise of judgment in preparing cargoes; but it may be doubted whether the national finances are at present in a position to advance beyond private enterprise."

Consul J. M. Ayers at Rosario wrote the Cincinnati Price Current that the Argentine wheat crop had escaped damage of all sorts, and that the yield would be fully 20 per cent larger than ever before. This was in part confirmed by the Review of the River Plate of December 3, a little later date perhaps than the letter referred to, which says: "By the end of this week, cutting will be going on pretty extensively in Santa Fe, and unless we have unusually heavy rains, which, by the way, are already predicted in the month of December, there is every reason to believe that wheat and linseed will be an uncommonly heavy crop. Maize is still very much of an uncertainty, owing to the locust." Later advices, however, reduce the exportable surplus to 24,000,000 bushels.

OBITUARY

Xavier Boitscha, a grain dealer at Nichols, Iowa, died Dec. 4, 1898, aged about 60 years.

C. H. Schilling, of the wholesale grain firm of C. H. Schilling & Son, Kansas City, Mo., died last month.

Frederick S. Illsley died Dec. 16, 1898, in Milwaukee, Wis., where for many years he had conducted a grain and stock commission office.

James Weaver, a veteran grain dealer of Lancaster, Ohio, died there on Dec. 16, 1898. He was born in that place in 1818 and had always lived there.

Chas. G. Stock, grain buyer at Marshall, Minn., for the Northwestern Elevator Company of Minneapolis, died Dec. 7, 1898, of typhoid and pneumonia.

Hon. Thomas Leigh, a wealthy and prominent citizen of Hallowell, Me., died December 28, aged 76. He engaged in the grain and produce business in that place in 1842.

Francis Ambler, who had conducted a grain store at Weymouth, Mass., for the past 20 years, died there on Dec. 8, 1898, aged 65 years. He was prominent in all the affairs of his native town.

S. D. Grafflin died in Baltimore, Md., on December 30. Mr. Grafflin was formerly engaged in the grain business at Logansport, Ind., which business is now conducted by his son, Harry C. Grafflin.

Nathaniel H. Beasley, aged 86 years, died at Marshalltown, Iowa, on January 2. He had been engaged in the grain business at that place, but retired from active business about 25 years ago.

John Chisholm, engaged in the grain buying and commission business at Owen Sound, Ont., died on Dec. 22, 1898. He was 74 years of age, had been a resident of that district for 50 years and was prominent in public life for the past 35 years.

Henry C. Settle, a hay and grain merchant of Kansas City, Mo., died Dec. 6, 1898. His sudden death is supposed to be due to a blood clot formed over the heart as a result of violent vomiting which came about from eating sauer kraut and drinking milk.

James Reynolds, a member of the D. McKinney Grain Co., died at his home in Peoria, Ill., on December 31, 1898, after a week's illness with the grip. He was 55 years of age, and came to Peoria 5 years ago from New York City, where he had resided for 25 years.

Henry Clay Montgomery of Decatur, Ill., committed suicide in a prominent Chicago hotel on December 29 by shooting himself in the temple. He was 44 years of age. A short time ago he sold his farm for $18,000, divided the money with his wife and engaged in the grain commission business in Decatur. He was once treasurer of Macon County.

Charles F. Haughey, Chicago, died January 11, aged 54. He was senior member of the grain firm of Haughey, Wright & Co. Mr. Haughey was born in Kentucky in 1844. When he was 21 years of age he secured a position with Reynold Bros., Toledo grain merchants, and later established their branch in Chicago. In 1881 he went into business with Thomas Wright.

Francis M. Brooke of the grain commission firm of F. M. & H. Brooke, Philadelphia, died on Dec. 29, 1898. Mr. Brooke was in his sixty-third year. Early in life he was a lawyer of no mean ability, but for many years has been well known in the grain trade of Philadelphia. In 1878 he was elected president of the Commercial Exchange. Mr. Brooke was active in many affairs of public life.

George D. Puffer, for some forty years a prominent New York grain dealer, died at his home in Upper Montclair, N. J., on December 28. He was born in that city seventy-two years ago. He was one of the original members of the Produce Exchange. He was president of the old New York Floating Elevator Company for thirty years or more, and more lately was treasurer of the International Grain Elevator Company.

George Q. Moon died suddenly on December 27 at his home in Binghamton, N. Y., from heart failure. Mr. Moon was 70 years of age. For the past few years he had not been very active in the flourishing grain, flour and milling business which he had built up, leaving that to the care of his son, W. J. Moon, and Watts Bates. Mr. Moon was for many years a member of the Buffalo Merchants' Exchange, and had many friends in that city.

During 1898 over 55 per cent of the world's wheat shipments and over 75 of the corn shipments were made from America. Russia was the next largest shipper of wheat, and the Argentine of corn.

BARLEY AND MALT

The brewery at Clinton, Iowa, has put in a spent-grains drier.

The Herl-Rendlen Brewing Co. of Hannibal, Mo., has been succeeded by the Herl Brewing Co.

The Gund Brewing Co. of La Crosse, Wis., are equipping a malt house addition to the brewery.

Belgium's imports of malt for the first six months of 1898 were 1,024,711 pounds, against 495,007 pounds in same period of 1897, a notable increase.

The American Malting Company has declared a dividend of 1¾ per cent on its preferred stock, payable January 16, being the fifth quarterly dividend.

The American Malting Company placed its insurance on nine Chicago plants, $3,000,000, with Chicago insurance agencies; and La Salle street feels very good about it.

Cincinnati received 58,540 bushels of malt in December, 1898, and shipped 58,510 bushels, against 72,361 bushels received and 53,644 bushels shipped in same month of 1897.

The Ph. Zang Brewing Co. of Denver, Colo., will erect a new elevator, work to begin February 1. It will be 65x160 feet, 120 feet high, and have capacity for 500,000 bushels.

The American Malting Co.'s title to the property of the Hanson Hop and Malt Co. branch in Milwaukee, which has been in controversy, has been held good by the court referee.

The "Western Brewer's" annual table of beer sales by states, shows a total production of malt liquors for the fiscal year to July 1, 1898, of 37,493,306 barrels, an increase over 1897 of 3,070,212 barrels.

The American Malting Co. at Milwaukee, and the Federation of Labor are at "outs," the Federation claiming that two of the malting company's houses are not employing union men. Brewers will be asked not to use the malt.

Barley receipts at Milwaukee were 11,788,000 bushels in 1898, 10,774,000 bushels in 1897, and 11,696,000 bushels in 1896. Shipments in 1898 were 5,529,000 bushels, against 6,271,000 bushels in 1897, and 6,415,000 bushels in 1896.

The Independent Malting Co., Davenport, Iowa, intend to make only barley malt, and machinery on the Saladin-Prinz pneumatic system has been put in to make 600 bushels per day. The improved plant is to be ready by February 1, 1899.

The Fairmont Brewing Co. of Fairmont, W. Va., has been organized to conduct a general brewing business, etc.; capital, $200,000; incorporators, H. P. Gilmore, Uniontown; John J. O'Reilly, Pittsburg; W. A. Johnston, Latrobe; M. A. Joliffe, B. G. Williams, Fairmont.

The American Malting Co. made some considerable administrative changes at Milwaukee on January 1. The office of the general manager was removed to the company's malt house on South Water street; and instead of three managers, one at each of the malt houses, one general manager now has charge of the entire property, with his office at the Kraus-Merkel plant.

Martin Deisenreiter, who was employed on the third floor of the Kraus-Merkel Company's malt house at Milwaukee, was overcome by fumes from a kiln below. He fell and one of his hands caught in a friction machine, tearing it to pieces. He sued the company for damages, and the court found the company liable because it did not properly make known to the employe the hidden dangers of his position, and did not guard against the fumes. The sum allowed was $4,000.

A combination has been effected of brewers which is to be known as the Pittsburg Brewing Company, and takes in a majority of the brewers of Pittsburg and Allegheny. The capital will be $19,500,000. This combination is said to have been promoted by John D. Nicholson and Louis I. Aaron of the malting firm of L. I. Aaron & Co., and financed by Moore & Schley of New York. Fully 80 per cent of the stock was subscribed in Pittsburg, and the remainder was taken by the New Yorkers. Five of the breweries will be closed.

An interesting detail in connection with the grain trade of Asia Minor, reported by a British consul, is that a large quantity of barley is shipped to Smyrna from other districts for re-exportation to Great Britain, as Smyrna barley, owing to the premium put on that particular quality for malting purposes. Originally, no doubt, Smyrna had the monopoly of the best malting barley, but since the extension of the Anatolian Railway to Angora and Koniah, the district which supplied Smyrna has been tapped, and the same barley is now shipped at Ismid and Derindje. There is, therefore, no longer any justification for the name, and importers are advised to make sure that they are not buying in Smyrna an article that could be procured at a correspondingly cheaper rate on application to a Constantinople house.

Deliveries of barley at Port Costa, Cal., for 1898 amounted to 460,748 centals, and at San Francisco to 2,067,969 centals, against 4,682,821 centals at latter place in 1897. Of the 1898 total, 576,013 centals were from Oregon, an increase from that state of 571,886 centals over 1897. The exports from San Francisco were for 1898 3,350,435 centals, a decrease compared with 1897 of 2,519,478 centals. Of the exports, 495,662 centals went to Great Britain, 213,708 to Hawaiian Islands, 50,864 to France, 50,556 to Australia, and 15,918 to New Zealand. The average export price for the year ending November 30, 1898, was $1.22 1-10 per cental, against $1.09 8-10 in 1897, 87 7-10 cents in 1896, 81 3-5 cents in 1895 and 96½ cents in 1894. The stock of barley on hand in California December 1, 1898, as reported by the San Francisco Produce Exchange, was 63,210 tons, against 156,801 tons on the same date in 1897, and 150,449 tons in 1896. Considerable of the barley on hand at last stock-taking was from Oregon and Washington.

CORN SUBSTITUTES.

During the past few years the use of corn (maize) in brewing has made rapid progress in European countries, the efforts made by the United States government to secure its introduction for this purpose, together with the superior quality of the beers produced with its aid, having led to its adoption to an increasing extent as a brewing material. Notably has this been the case in Belgium, the system of beer taxation, as well as the character of the beers brewed there, being alike favorable to its use. The introduction and adoption of corn for this and other purposes in Europe has been very materially promoted by Col. Charles J. Murphy, formerly special representative abroad of the United States Department of Agriculture, now representing the state of Iowa for the same purpose, who has made successful efforts to familiarize brewers and others with its value and advantages.

RECENT PROGRESS IN BREWING AND MALTING.

Messrs. Moritz and Morris recently made a report to the English Country Brewers' Society on the progress made in technical brewing in 1896 and 1897, wherein they say that the pneumatic system of malting, on the score of cheapness and securing immunity from mold, was expected to supersede the older methods of malting in Great Britain, but has not done so to any appreciable extent as yet. According to this report the system is coming more into favor, and it has been found in practice that low grade barleys are converted into better malt by the pneumatic process. If experience confirms this view, then, the authors say, we may expect great changes in the near future, because the larger proportion of beer brewed in England is produced from barley of second and lower qualities. With regard to barley of first-class quality, it is likely that this will be malted on the old lines till we have among us another generation of maltsters and brewers not wedded to the prejudices of habit or the results of long personal observation, and who rather cultivate novel methods as proofs of progress.

ANNUAL RECEIPTS.

The following table shows the number of carloads of grain brought to Chicago by the various western roads in the past four years:

	1898.	1897.	1896.	1895.	P. C. 1898.
A. T. & S. Fe	9,467	16,334	12,378	7,616	2.9
C. B. & Q.	62,869	68,083	51,762	32,985	19.6
C. R. I. & P.	42,942	39,042	40,055	20,853	13.4
C. & Alton	18,280	24,472	18,073	17,543	5.6
C. & N. W.	40,257	40,149	36,169	29,753	12.5
C. & E. I.	10,435	14,326	10,598	10,793	3.2
C. M. & St. P.	41,791	37,027	34,338	20,258	13.1
C. Gt. West	10,685	8,017	10,813	4,492	3.3
Ill. Cent.	34,418	41,449	37,271	36,889	10.8
Wabash	10,084	14,344	13,524	16,649	3.2
Wis. Cent.	396	307	212	280	.1
E. J. & E.	23,265	17,673	11,448		7.2
Other roads	23,265	10,667	15,786	24,654	5.1
Total cars	321,077	331,890	292,427	222,765	100.0

Manitoba lake elevators during the last navigation season handled 9,094 cars of wheat, of the crop of 1898, compared with 14,086 cars of the previous crop at same time. The shipments were 6,103,940 bushels, compared with 9,161,500 the previous year. Of the shipments, 4,301,904 bushels went to seaboard via Buffalo, and 559,615 via Montreal, while 4,218,777 were consumed in Canada.

REPORT OF THE MILLERS' NATIONAL INSURANCE CO.

Secretary W. L. Barnum of the Millers' National Insurance Company, 205 La Salle Street, Chicago, in his annual report to members, dated January 2, 1899, says:

CHICAGO, January 2, 1899.

My twenty-third annual report shows the financial standing of your Company in a way that requires but little, if any, comment.

The management that has controlled the affairs of your Company from the date of its organization, until now, has pursued the same conservative course that has characterized it heretofore. Continued success and prosperity have been the result.

Unfortunately, several serious losses occurred so late in December that it was impracticable to get them adjusted and paid before the close of the year; hence they appear under the head of liabilities for full face of the policies, in our statement, though they will, doubtless, be adjusted and paid off before this report reaches our more distant policy holders.

Our assessments for the past year have aggregated only 8 per cent on the face of the deposit notes held, or the equivalent of only 40 per cent of the basis rate on which the insurance has been written.

Had the Company received full cash premiums in advance, as charged by the stock companies and by some of the mutuals, we should have returned 60 per cent of the amount to the policy holders.

As the assessments have only been for what was needed to meet the losses and expenses, there is, of course, nothing to be refunded; but the insured have saved 60 per cent as effectually as they would have done if they had paid the full premium and got back 60 per cent as a cash dividend.

The average cost in the Millers' National for twenty-three years has been about one-half our basis rate. In no year has it cost more than 70 per cent and in other years as low as 30 per cent depending upon the amount of losses sustained, and during that period we have saved our policy holders nearly $2,000,000 in the cost of their insurance, directly, and probably double that amount, or more, indirectly, by our competition with the board companies.

We are frequently asked to increase our maximum line to $20,000, but, notwithstanding our net surplus exceeds $2,000,000 and a loss of $20,000 at one time would represent less than one per cent of that amount, we deem it better for the present, at least, to keep our maximum at $10,000 as heretofore, rather than to tempt fortune and invite disaster by doubling our lines and exposing ourselves to excessive losses.

The twenty-third annual statement of the company shows:

ASSETS.

	Par Value.	Market Value.
United States D. C. bonds	$ 50,000.00	$ 57,500.00
Cook County, Illinois, bonds	60,000.00	62,400.00
City of Chicago bonds	10,000.00	10,350.00
Chicago Board of Trade bonds	10,000.00	10,000.00
Chicago City Railway bonds	25,000.00	25,562.50
Chicago Passenger Railway bonds	20,000.00	21,200.00
North Chicago City Railway bonds	10,000.00	10,500.00
St. Louis, Cass Ave. & Fair Grounds R. R. bonds	25,000.00	26,000.00
Illinois Central R. R. bonds	25,000.00	25,750.00
Chicago, Burlington & Quincy R. R. bonds	15,000.00	15,375.00
Chicago, Milwaukee & St. Paul R. R. bonds	10,000.00	11,800.00
North Chicago Electric Railway bonds	10,000.00	10,700.00
Chicago Electric Transit Company bonds	20,000.00	21,100.00
Central Safety Deposit Company bonds	10,000.00	10,000.00
Bureau and Putnam County, Illinois, Drainage bonds	14,000.00	14,420.00
Sanitary District of Chicago bonds	20,000.00	21,800.00
Village of Harlem, Illinois, bonds	10,000.00	10,000.00
Richland County, Illinois, bonds	1,000.00	1,000.00
Ford County, Illinois, bonds	3,000.00	3,600.00
Marseilles, Illinois, bonds	6,000.00	6,000.00
Effingham, Illinois, bonds	3,000.00	3,000.00
Tracy, Minnesota, bonds	5,000.00	5,000.00
Wabash County, Indiana, bonds	6,000.00	6,000.00
Whitley County, Indiana, bonds	2,000.00	2,000.00
Osgood, Indiana, bonds	5,000.00	5,000.00
Aberdeen, South Dakota, bonds	10,000.00	10,000.00
Town of Cicero, Illinois, bonds	2,000.00	2,000.00
Des Plaines, Illinois, bonds	8,000.00	8,000.00
Oak Park, Illinois, school bonds	5,000.00	5,000.00
Union Special Drainage Bureau County, Illinois, bonds	11,000.00	11,000.00
Evanston, Illinois, Township bonds	1,500.00	1,500.00
Meredosia Drainage District, Whiteside County, Illinois, bonds	10,000.00	10,000.00
Illinois Staats Zeitung Company, of Chicago, bonds	4,000.00	4,000.00
Jasper County, Illinois, bonds	23,500.00	23,500.00
Lincoln, Illinois, bonds	25,000.00	25,000.00
Bonne Terre, Mo., school bonds	20,000.00	20,000.00
Poplar Bluff, Mo., school bonds	10,000.00	10,000.00
Town of Proviso, Illinois, bonds	15,000.00	15,000.00
Chicago National Bank stock	10,000.00	27,000.00
South Side Elevated Railway stock	11,100.00	8,214.00
	$541,100.00	$575,671.50
Loans on bonds and mortgages (first lien)		47,205.00
Loans on bonds as collateral		15,000.00
Interest accrued on bonds and mortgages		9,994.94
Cash on hand and in bank		34,061.25
Premiums in course of collection		6,163.81
Total cash assets		$688,101.50

LIABILITIES.

Losses adjusted and due	None.	
Losses not due and unadjusted	$ 32,271.86	
Re-insurance reserve	93,009.57	
Guarantee deposit	108,642.21	
All other claims against the company	1,083.37	
Total liabilities		$ 235,007.01
Net cash surplus		$ 453,094.49
Deposit notes subject to assessment (net value)		1,830,551.65
Surplus over all liabilities		$2,283,646.14
Aggregate amount of admitted assets		$2,518,653.15
Losses incurred during the year 1898		172,525.69
Losses paid since organization		2,694,160.14

From August 1 to January 1, Minneapolis received about 104,000,000 bushels of wheat.

Late Patents

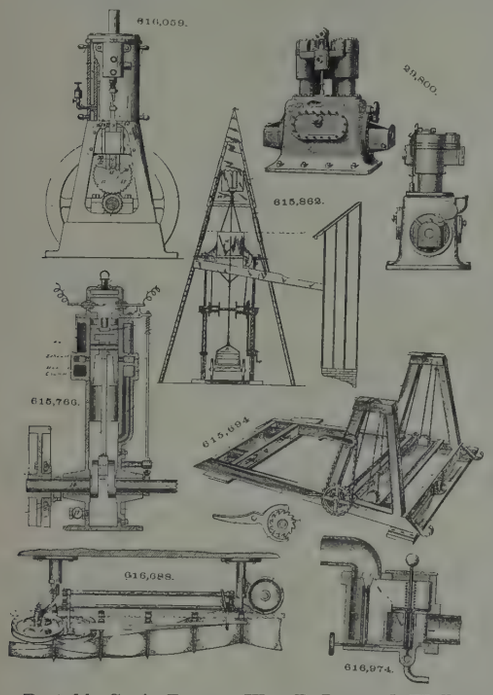
Issued on Dec. 13, 1898.

Conveyor.—A. H. Richner, Crawfordsville, Ind. Filed Feb. 28, 1898. No. 615,748.

Combination Elevator and Wagon Dump.—Frank Gahm, Ransom, Ill. Filed Dec. 15, 1897. No. 615,694. See cut.

Gas Engine.—Alex. A. Vansickle, Indianapolis, Ind., assignor of two-thirds to Thos. Morris Defrees, same place. Filed April 27, 1897. No. 615,766. See cut.

Explosive Gas Engine.—Jacob Madlehner and Frank Hamilton, Erie, Pa., said Hamilton assignor to Minnie Hamilton, same place. Filed July 29, 1897. No. 616,059. See cut.



Portable Grain Dump.—Wm. B. Leonard, Wallace, Ind. Filed May 16, 1898. No. 615,862. See cut.

Issued on Dec. 20, 1898.

Separating Machine.—Wm. W. Huntley, Silver Creek, N. Y. Filed March 10, 1897. No. 616,189.

Issued on Dec. 27, 1898.

Conveyor.—Francis H. Richards, Hartford, Conn. Filed April 9, 1898. No. 616,688. See cut.

Issued on Jan. 3, 1899.

Conveyor Drive Chain.—Alfred R. Anthony, Wilkes Barre, Pa. Filed March 8, 1898. No. 617,137. Filed May 14, 1898. No. 617,138.

Gas Engine.—Carl C. Riotte, New York, N. Y., assignor to the C. C. Riotte Co. of New York. Filed Dec. 4, 1897. No. 616,974. See cut.

Designs Registered with the Patent Office.

Gas Engine Frame.—Wm. A. Bole, Edwin Ruud, and Edward S. McClelland, Pittsburg, Pa. Filed Aug. 24, 1897. Registered Dec. 13, 1898. No. 29,800. See cut.

POWER TRANSMISSION MACHINERY SALES.

The following are among the list of recent sales of power transmissions, etc., made by the Rice Machinery Co. of Chicago:

From Frogner Bros., Iola, Wis., an order for a considerable amount of power transmission machinery.

From the Harvester King Co., Harvey, Ill., an order for the power transmission machinery required for rope drive in their new annex to plant and installing the same.

The Nicaragua Mining & Milling Co., Chicago, recently placed its order with this company for a large amount of power transmission machinery.

The Rice Machinery Co. was also awarded contract for rope transmission machinery by W. J. Mayer, Chicago, to drive building next to one where power is now furnished.

G. A. Crosby & Co., Chicago, have ordered the machinery required for rope drive to furnish power in an adjacent building.

The Rice Co. has the contract for furnishing machinery for the new addition to National Lead Co.'s plant, including power transmission machinery and steel elevator.

Rosenheimer & Co., Kewaskum, Wis., have awarded them the contract for their entire equipment of machinery for malt house.

A contract for furnishing the entire brew house equipment for the Sioux City Brewing Co. at Sioux City, Iowa.

From the Fisher Machinery Co., Chicago, an order for a large amount of power transmission machinery to be shipped to Kansas.

Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL B., of the Chicago Bar.]

Bank Bound to Account for Proceeds of Wheat.

The cashier of a national bank shipped in the name of the bank a carload of wheat to Duluth for sale on account of two owners. This wheat was sold, but never paid for; the bank upon which the purchaser gave the check for the purchase price having failed before the check was presented for payment.

Very shortly after the shipment of this car, the cashier shipped, also in the name of the bank, another carload of wheat to Duluth for sale, this time on the account of a single owner, who was a brother of one of the owners of the first-mentioned car of wheat.

This second carload of wheat was sold and paid for. The cashier, assuming that the money was for the proceeds of the first carload, paid it over to the owners of that carload. The cashier was alone responsible for this mistake. But to complicate matters still more the owner of the second carload of wheat was present when the money was paid over to his brother and the other party, though he knew nothing of the cashier's mistake, and did nothing to mislead him or to estop himself from claiming from the bank payment of the proceeds of his own wheat.

The bank, of course, objected to paying the owner of the second carload for his wheat, after having paid out the money received therefor to the wrong parties, through the mistake of its cashier; and the owner of the second carload sued the bank for money had and received.

As one of its defenses, the bank contended that shipping wheat for third parties was not within the ordinary duties of the cashier of a national bank, and that there was no evidence that in this instance the cashier had any actual or apparent authority from the bank to engage in any such business, and hence that the shipping and selling the wheat for the party suing it was the individual act of the cashier, for which the bank would not be liable. But, admitting all this, the Supreme Court of Minnesota holds, Landin vs. Moorhead National Bank, 77 Northwestern Reporter, 35, November 14, 1898, that it was equally true that if the bank received the proceeds of this man's wheat, it must account to him for the money thus received.

The fact that the bank had, through its cashier, without the fault or procurement of the owner of the second carload of wheat, paid over the money received therefor to wrong parties, the court adds, in no way released the bank from this liability and was no defense to this action.

Board of Trade Law.

In the recently decided case of Greene against the Board of Trade of the City of Chicago, the Supreme Court of Illinois says of the Board of Trade that it is a corporation organized under an act of the general assembly of the state of Illinois, and has the power to enact rules and by-laws for its own government and the government of its members. When such rules are enacted by such an association or corporation, they must be conformed to by it in all matters relating to its members, with reference to their actions and in disciplining them. On becoming a member of such a corporation or association and subscribing to the by-laws a person agrees to submit to its rules and regulations. The by-laws to which such member agrees to submit are such as are authorized by the nature of the corporation and the laws of the country, and hence must not be contrary to the policy of the law nor unreasonable.

Where the offense charged against a member is one that is clearly in violation of the by-laws, the fact that he avers that he is not guilty of the charge cannot affect the right of procedure.

By section 15, of rule 4, of the Chicago Board of Trade, it is provided that, where any grave offense, or act of dishonesty, involving the good name or dignity of the association, or any act of dishonesty, by complaint or public report, concerning a member, shall come to the knowledge of the board of directors, they shall cause a preliminary investigation to be made by a committee to determine whether such charges shall be preferred. The object and purpose of this rule were evidently to avoid the annoyance and harassment to members which would arise from hearing every charge that might be made against a member based on mere rumor, or by operators on the wrong side of the market who might be dealing through the member as their agent or commission man. With this in mind, the Supreme Court does not consider that such appointment of the committee and its hearing testimony and investigating without notice to him are unreasonable, unjust, or a violation of the rights of a member. A mere inquiry to determine whether mere complaints or rumors shall be investigated and tried before the board of directors on charges preferred against a member, the court does not consider in any sense a trial. Neither does it deem such an one an unreasonable by-law, in contravention of public policy. And it maintains that it is not requisite that notice be given of such inquiry.

Moreover, the fact that the charges are preferred by a member of the board of directors which is to try the accused, the court holds, would not be cause for interference by a court of equity to prevent a trial.

When charges are preferred against a member to be tried before the board of directors, the exclusion of professional counsel by a rule of the Board of Trade does not violate the Supreme Court's sense of right, and, it holds, is not against public policy or unreasonable.

Finally, the Supreme Court holds, 51 Northeastern Reporter, 599, that no weight can be given to the argument that the Board of Trade, by holding out to the public that a broker is a member, encourages and invites the public to buy produce on its exchange through that member; and, when the public have acted on such invitation, by the expulsion of such member the Board would prevent the carrying out of contracts which customers have made in good faith, and such customers would be remediless.

Contracts contemplating actual delivery, the court says, can be enforced against the other parties thereto in the name of such customer, although the name of the principal with whom he has dealt is not disclosed by the broker at the time of making the contract. Such contracts can be provided for by counter sales or purchases on the floor of the exchange within an hour. So the court holds that the existence of such contracts affords no ground for interference to prevent a trial under the rules of the Board of Trade. If it could be held that it did, then a member could always have outstanding contracts, and effectually prevent being tried for a violation of the rules of the Board of Trade.

Aside from this, the Supreme Court holds, customers of a member of the Board of Trade, dealing with him as such member, must be conclusively presumed to have dealt with him with reference to the rules of the Board, including one providing that their broker could be suspended or expelled for misconduct.

During the last navigation season, the Montreal Transportation Company handled over 12,000,000 bushels of grain.

[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

ELEVATOR WANTED.

Wanted, to buy an elevator and stock yards in good locality. Address

H., Box 305, Madison, Nebr.

ELEVATOR WANTED.

Wanted, to buy an elevator or grain warehouse in Iowa or Minnesota.

DICK BARWICK, Lake Park, Iowa.

ELEVATORS WANTED.

Wanted, a line of four or five elevators in Illinois. Grain coming to Chicago. Address

C. R. CLARK, 419 Rialto Bldg., Chicago.

OHIO ELEVATOR WANTED.

Wanted, to buy a well-equipped elevator in a good grain section in Ohio. Address

W. H. HANER, Plain City, Ohio.

GASOLINE ENGINE WANTED.

I would like a price, delivered, on a Gasoline Engine, 10 to 15 horse power, new or second hand.

A. S. LEWIS, Weatherford, Texas.

WANTED, POSITION AS MANAGER.

Have 20 years' experience as grain buyer. Understand it thoroughly. Also acquainted with lumber business. Can manage either or the two combined. Address

J. A. WILLIAMS, Catlin, Ill.

SUPERINTENDENT WANTED.

Wanted, man of ability who is capable of running transfer elevator. Prefer one who has had experience with corn meal milling. State salary expected and give references.

H. W. CO., Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

ELEVATOR FOR SALE.

For sale, elevator and residence. Address

DR. D., Kirkman, Iowa.

FINE ILLINOIS ELEVATOR.

For sale, a fine elevator in the finest grain section of the state. Good reason for selling. A bargain. Best grain station on this railroad. Address

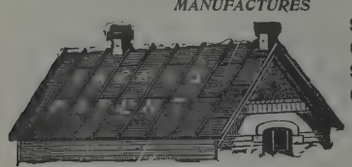
ILLINOIS, Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

ROOFING AND SIDING.

The Garry Iron and Steel Roofing Co.,

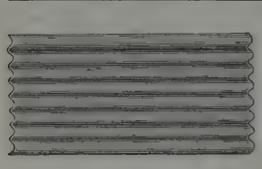
168 MERWIN STREET, CLEVELAND, O.,

MANUFACTURES



Steel Roofing, Corrugated Iron, Siding and Metal Ceiling.

SEND FOR CATALOGUE



Write us for Catalogue and Low Prices on *best*

STEEL ROOFING, CORRUGATED IRON, ETC.

We are large manufacturers of these goods and can save you money.

SYKES STEEL ROOFING CO.,
611 So. Morgan St., Chicago, Ill., and Niles, Ohio

To the Land of Sunshine.

Take the Sunshine Route from Chicago to Los Angeles, San Francisco and other points in California, and escape the rigors of winter in the East and North.

Pullman Tourist Cars for first and second class passengers leave Chicago every Saturday at 2 o'clock p. m., via the Chicago, Milwaukee & St. Paul Railway to Kansas City, thence to California via the Atchison, Topeka & Santa Fe Railway—a real Sunshine Route.

This is the earliest afternoon train leaving Chicago for the West after arrival of morning trains from the East, thus avoiding tedious delay.

The Sunshine Route is essentially the best and most patronized through car line for men, women and children. Every attention paid to the needs of passengers en route.

Send for a Sunshine Route timetable folder. It costs nothing.

Address F. A. Miller, Assistant General Passenger Agent, Chicago, Ill.

GRAIN BAGS—BURLAPS.

All kinds of Bags, New and Second Hand.

ORDERS FILLED PROMPTLY.

W. J. JOHNSTON,

Factory and Office,
182 Jackson Street, CHICAGO

E. R. Ulrich & Sons,

SHIPPERS OF WESTERN GRAIN,

Especially High Grade White and Yellow Corn.

Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L., C. & St. P. Ry.

Main Office, 6th Floor, Illinois National Bank Building, SPRINGFIELD, ILLINOIS.

Write for prices delivered. We do not care to make prices south of the Ohio River, on account of the freights.

COMMISSION CARDS.

[We will not knowingly publish the advertisement of a bucketshop keeper or irresponsible dealer.]

M. F. BARINGER

....SUCCESSOR TO....

J. R. TOMLINSON & CO.

...GRAIN AND MILL FEED...

416-418 Bourse Bldg., Philadelphia, Pa.

Correspondence with millers and grain dealers solicited. Sight draft with bills of lading attached honored on all shipments.

W. M. BELL, PRESIDENT. JOHN H. BOEMER, SECRETARY.
WM. D. SAWYER, VICE-PREST. AND TREAS.

The Bell Commission Company,

INCORPORATED.

Grain, Provisions, Seeds.

REPRESENTED IN CHICAGO, MINNEAPOLIS, DULUTH, KANSAS CITY.

WE INVITE CONSIGNMENTS.

ROOM 63 MITCHELL BUILDING,
MILWAUKEE, WIS.

J. F. ZAHM. F. W. JAEGER. F. MAYER

ESTABLISHED 1879.

J. F. ZAHM & CO.,

GRAIN AND SEEDS,

TOLEDO, OHIO.

SEND FOR OUR RED LETTER. . .

Rosenbaum Brothers,

COMMISSION MERCHANTS

Receivers and Shippers.

GRAIN AND SEEDS.

ROOM 77 BOARD OF TRADE BUILDING, CHICAGO.

E. L. ROGERS & CO.,

ESTABLISHED 1863.

COMMISSION MERCHANTS,

RECEIVERS AND EXPORTERS

GRAIN, Flour, Seed, Hay and Straw,

358 Bourse Building, PHILADELPHIA, PA.

Liberal advances made on consignments. Market reports furnished gratuitously on application. Correspondence solicited.

References: Corn Exchange National Bank. Manufacturers National Bank. Merchants National Bank.

COMMISSION CARDS.

GRAIN DEALERS

We Want Your Business.

If you appreciate Honest Work, Good Treatment and Prompt Returns, consign your grain to us.

CALUMET GRAIN AND ELEVATOR CO.,

CHICAGO.

Arthur Sawers in charge of receiving business.

LEMAN BARTLETT. O. Z. BARTLETT

L. Bartlett & Son,

GRAIN AND PRODUCE COMMISSION MERCHANTS.

BARLEY A SPECIALTY.

Room 23 Chamber of Commerce Bldg Milwaukee, Wis.

Careful attention given to orders from Brewers, Maltsters and Millers

PV **F. H. PEAVEY & CO.,**

Minneapolis,

GRAIN RECEIVERS. Minn

Consignments Solicited.

MILLING WHEAT A SPECIALTY.

T. D. RANDALL. ESTABLISHED 1852. GEO. S. BRIDGE.

T. D. Randall & Co.,

GENERAL COMMISSION MERCHANTS.

GRAIN, HAY AND FLOUR.

Special attention given to supplying millers with good milling wheat.

219 South Water Street, - - - CHICAGO.

A. R. CLOUGH,

MILLER'S AGENT,

GRAIN AND MILL FEED,

Board of Trade Rooms, Manchester, N. H.

Letters promptly answered. All sales direct. I want a good Toledo corn account.

L. F. Miller & Sons,

RECEIVERS AND SHIPPERS OF

GRAIN, FEED, SEEDS, HAY, ETC.

OFFICE 2933 N. BROAD ST., PHILADELPHIA, PA.

CONSIGNMENTS SOLICITED.

ELEVATOR AND WAREHOUSE, GERMANTOWN JCT., P. R. R.

References: Manufacturers National Bank, Philadelphia, Pa. Union National Bank, Westminster, Md.

J. H. WARE. E. F. LELAND.

Consign your GRAIN and SEEDS and send your orders to

WARE & LELAND,

234 La Salle Street,

WRITE FOR OUR DAILY MARKET LETTER. CHICAGO.

Nine representatives constantly on the floor of the Board of Trade. Our motto: A man everywhere, thus insuring prompt execution of all orders, and close attention to all business entrusted to us.

EDWARD G. HEEMAN,

In Charge of Receiving Department.

COMMISSION CARDS.

DANIEL P. BYRNE & CO.

SUCCESSORS TO

Redmond Cleary Commission Co.

Established 1854. Incorporated 1887.

Grain, Hay and Seeds,

Chamber of Commerce, ST. LOUIS, MO.

ESTABLISHED 1867. Reference: DUQUESNE NAT. BANK.

Daniel McCaffrey's Sons,

HAY, GRAIN AND FEED.

CONSIGNMENTS SOLICITED.

PITTSBURG, PA.

Members Chicago Board of Trade.

JAMES P. SMITH & CO.,

GRAIN MERCHANTS,

417-418 Rialto Building, CHICAGO.

Consignments Solicited.

Bernier & Company,

WHOLESALE DEALERS IN

GRAIN, FLOUR AND SEEDS,

St. Hyacinthe, Quebec, Canada.

COMMISSION CARDS.

ESTABLISHED 1865.

L. EVERINGHAM & CO.,

Commission Merchants.

ORDERS AND CONSIGNMENTS SOLICITED.

GRAIN AND SEEDS OF ALL KINDS

For Cash and Future Delivery.

Suite 80 Board of Trade, - - CHICAGO, ILL.

COLLINS & CO.,

STRICTLY COMMISSION

Grain, Hay and Mill Feed.

CINCINNATI, OHIO.

CORRESPONDENCE SOLICITED.

SAWYER GRAIN CO.

COMMISSION MERCHANTS.

MINNEAPOLIS & DULUTH.

PROMPT SERVICES.

COMMISSION CARDS.

ARMOUR & CO.,

205 LA SALLE STREET,

CHICAGO.

GRAIN BUYERS AND DEALERS.

GEO. N. REINHARDT & CO.

MELROSE STATION, NEW YORK CITY.

We sell on Commission and buy direct,

HAY, GRAIN AND FEED.

Storage capacity 8,000 bales, 30,000 bushels
Let us know what you have to offer.

BUCKWHEAT

GRAIN WANTED.

H. H. EMMINGA, COLDEN, ILL.

THE NEW PROCESS

DUSTLESS WAREHOUSE CORN SHELLERS and CLEANERS.

The Latest Improvements in Shellers and Cleaners.

Specially built for Mills and Elevators.

Catalogue Free.

A NEW PROCESS OF SHELLING CORN.

Some of the special features are: An Adjustable Cylinder, White Iron Shelling Parts, Spiral Shelling Head, Double Suction and Blast Fans, Positive Screw Feed, no Clogging, no Grinding of Corn, Cobs Left in Good Shape for Fuel, no Waste of Grain or Power.
We make over 100 styles and sizes of Corn Shellers and can meet all demands. Address

MARSEILLES MFG. CO., MARSEILLES, ILL.

ELEVATORS WANTED.

There is a steady and increasing demand for well located grain elevators. If you have such property for sale, lease or exchange, you can quickly find a desirable customer by advertising in

THE AMERICAN ELEVATOR AND GRAIN TRADE, CHICAGO.

SEEDS

THE ALBERT DICKINSON CO.

Timothy, Clovers, Flax, Hungarian, Millets, Red Top, Blue Grass, Lawn Grass, Orchard Grass, Bird Seeds, Ensilage Corn, Pop Corn, Buckwheat, Field Peas, etc.

OFFICES, COR. CLARK & SIXTEENTH STS. **CHICAGO, ILL**

The Standard of all Transmission Ropes.

Has been tested by the largest users in the country.

AJAX runs the longest and largest drive in the world at Pensacola, Florida.

AJAX drives the new mammoth grain elevator in Manchester, Eng.

AJAX drives the great machinery of the Illinois Steel Co.

Use Ajax and Run no Risk of Accident.

H. CHANNON CO.,

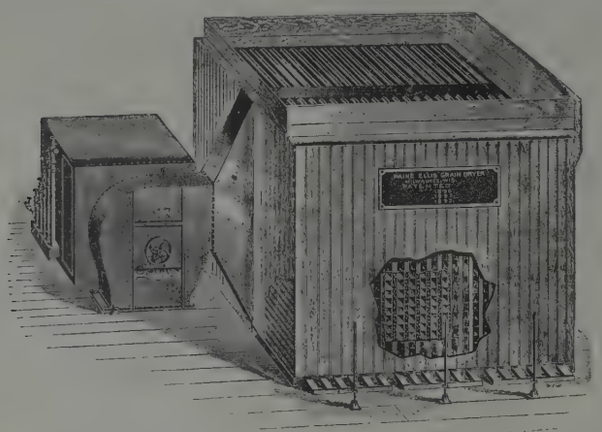
24 AND 26 MARKET ST., CHICAGO.

$50.00 Reward for First Notice of any Infringement.

The Paine-Ellis Grain Drier

is THE ONLY PRACTICAL DRIER that will successfully handle grain containing from 5 to 40 per cent excess moisture.

OPERATION AND CAPACITY GUARANTEED.



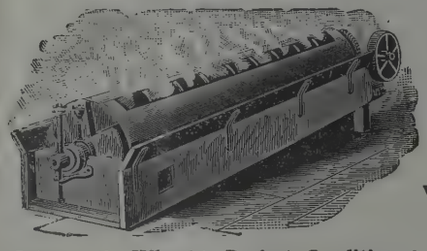
Capacity from 50 to 2,000 bushels per hour.

Write for Catalogue and Particulars.

The Paine-Ellis Grain Drier Co.,

No. 52 Chamber of Commerce,
MILWAUKEE, WIS.

DAMP WHEAT can be PUT in CONDITION for GRINDING or STORAGE



By using our

STEAM DRYER,

Which is also a successful
Wheat Heater or Temperer or Dryer for Washed Wheat or Bran.

It leaves the **Wheat** in **Perfect Condition** for the **Rolls.** Will also dry **Malster's, Brewer's and Distiller's Wet Grain.**

Not an Experiment. In successful use 25 years drying

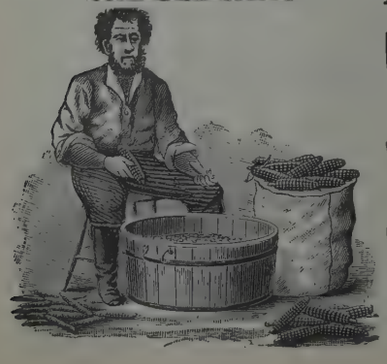
CORN MEAL AND HOMINY, BREWERS' GRITS AND MEAL, BUCKWHEAT, RICE AND ALL CEREAL PRODUCTS.

ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

Automatic in operation, requiring no attention. Double the capacity of any other Dryer sold for same price.

THE CUTLER CO., North Wilbraham, Mass.

THE OLD WAY.



For NEW and BEST Way
ADDRESS

UNION IRON WORKS,

DECATUR, ILL.,
Manufacturers of the CELEBRATED

Western Shellers and Cleaners

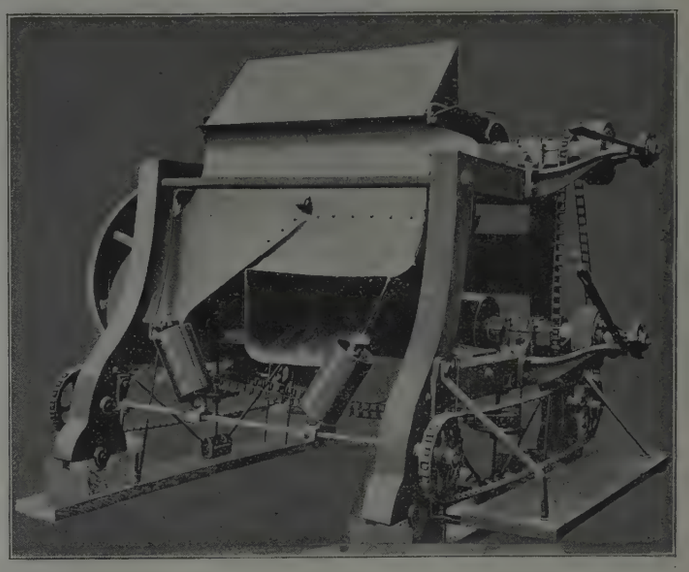
The "Best in the World."

Elevator Supplies of All Kinds a Specialty.

We are the Pioneer Elevator Builders of the West, and claim priority in the building of Cheap Elevators with Increased Conveniences.

Don't BUILD until you get our Plans and Prices.

Write for Catalogue.



Split Discharge, Self-Propelling Tripper, as installed in Hoosac Tunnel Elevators.

Send for Catalogue B6 of

Complete Line of Grain Elevator Machinery and Appliances

AND COMPLETE COMPLEMENT OF

Power Transmission Machinery.

The Most Modern and Successful Machinery for Grain Elevators.

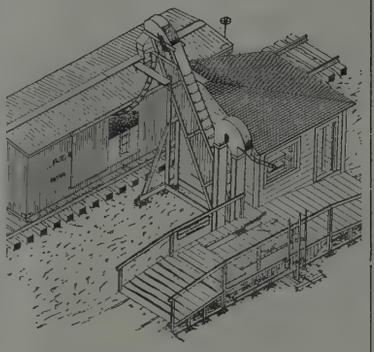
Correspondence Solicited.

DODGE MANUFACTURING CO.,

Mishawaka, Indiana.

BRANCH HOUSES:

NEW YORK, 43-45 Dey St. BOSTON, 137-139 Purchase St. CHICAGO, 166-174 South Clinton St.



OUR PORTABLE DUMP, CLEANER AND ELEVATOR.

THE NEWEST THING OUT.

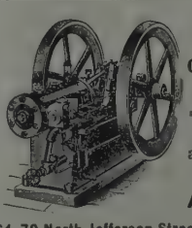
Compact, Strong, Efficient. Capacity 600 Bushels Per Hour.

Western Elevator Construction Co.,

CONWAY, KANSAS.

IF YOU WISH TO SELL

Elevator property or machinery advertise it in the AMERICAN ELEVATOR AND GRAIN TRADE. A choice of several purchasers may bring you better prices.



THE "GUS"

GAS AND GASOLINE ENGINE.

"A Model of Perfection."

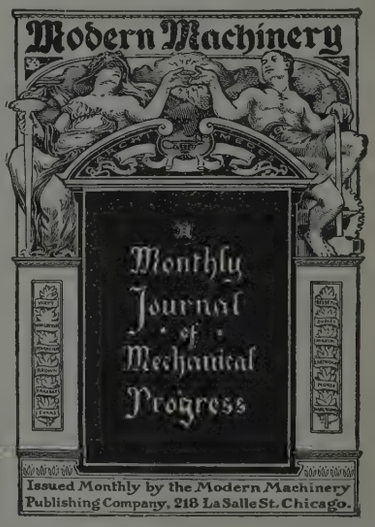
Write for Pamphlet and prices.

THE CARL ANDERSON CO.

64-70 North Jefferson Street, CHICAGO.

HIRAM MAXIM says: "Allow me to congratulate you on the excellent character of your publication."

A. J. WALLIS-TAYLER says: 'Few engineering journals contain such well assorted and generally interesting and instructive contents."



Fifty pages of reading matter in each issue. Subscription, $1.00 per year; to foreign countries in postal union, $1.50 per year.

Price: PER YEAR, $1.00. PER COPY, 10c. AGENTS WANTED

MODERN MACHINERY PUB. CO.

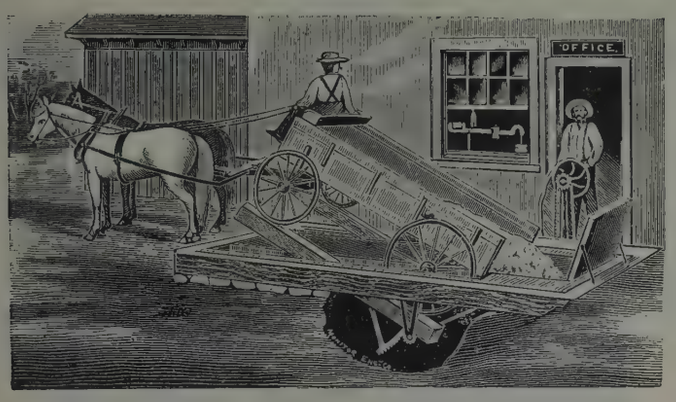
218 LA SALLE ST.,
CHICAGO, U. S. A.

FINE LOCATIONS

For ELEVATORS and FACTORIES on the BELT RY. of CHICAGO.

Address B. THOMAS, Pres. & Gen. Mgr.
Dearborn Station, Chicago.

Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,
M. C. WOODWORTH.

MANUFACTURED ONLY BY

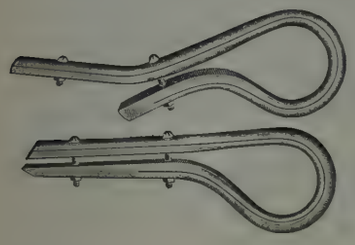
THE SAVAGE & LOVE CO., Rockford, Ill.

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.

INVESTIGATE!

Something new in

Grain Shovel Handles.



These handles are made from the best second-growth hickory, bent to the proper shape. They will never break, but will last a lifetime, and protect the shovel. They are a time and money saver.

WE ALSO MAKE
HAMMER HANDLES, MALLETS and MAULS
of every description.

N. GEISEN & CO.,
183 Newberry Ave., - CHICAGO.

A GRAIN SPOUT

That will load cars without shoveling. It is worth its weight in gold. It will save you in labor all it costs in less than a month. . . . . .

Send for Prices to

H. SANDMEYER & CO.,

PEORIA, ILL.

THE "SALEM"

excel all other Elevator Buckets because they are made on the best plan, of the best material, in the largest and best equipped establishment in the world for their manufacture. Why buy the second best when the best cost you no more? Every genuine Bucket bears the name "Salem."

The W. J. Clark Co.,
Salem, Ohio.

ALL KINDS OF SHEET AND PLATE METAL WORK.

47,000 Pounds of Belting

Made for the new Armour Elevator D at Chicago, by

THE DIAMOND RUBBER CO., - AKRON, OHIO.

A RELIABLE SOURCE OF SUPPLY.

Dust Protector.

The **"Perfection"** has an improved Automatic **Valve,** which compels perfect protection and ventilation. Thousands in use.

Nickel plated protector, postpaid, $1. Cir. free.

H. S. COVER,
SOUTH BEND, IND.

Patented Dec. 7, 1897.

DUST! DUST!

Gibbs' Patent Dust Protector is invaluable to operatives in every industry where dust is troublesome. It has been thoroughly tested for many years in every kind of dust and is the only reliable protector known. **Perfect ventilation.** Nickel plated Protector $1, postpaid. Circulars **free.** Agents wanted.

Gibbs Respirator Co.,
30-36 La Salle Street, - CHICAGO.

THE SMITH PNEUMATIC TRANSFER AND STEEL STORAGE SYSTEM.

Now in Successful Operation at Toledo, Ohio.

This is an entirely new and complete system for handling, treating and storing grain, seeds, millstuff, coal, sand, gravel, salt and other subdivided substances which can be handled in bulk, and the protection and preservation of cereals, seeds, vegetables, fruits, ensilage and fodder crops, cotton, wool and other fibers, tobacco, provisions and all perishable substances and valuable commodities in absolute safety from fire, water, air, storms, floods, microbes, insects, vermin, animals, thieves, evaporation, fermentation, oxidation or other causes of damage or destruction.

This system has nothing in common with other methods, but is entirely different and distinct, in construction, arrangement and operation, materials used, principles involved, and results obtained, from all others heretofore in use.

It is fully protected by 20 patents already issued, and others pending, in the United States and principal foreign countries.

It was on exhibition at the World's Columbian Exposition of 1893, and was awarded four highest medals and diplomas and received in addition thereto the highest indorsement of the principal officers of the Exposition as well as of the highest authorities in all industries to which it is applicable.

The title to all patents and other rights belonging to this system is vested in The Smith Pneumatic Transfer & Storage Co., and any infringement thereon will receive prompt attention.

The policy of the Company in regard to the introduction of its system is to make such liberal and easy terms with all who desire to use it that there will be no cause for complaint.

Full particulars furnished on application in person or by letter to

The Smith Pneumatic Transfer & Storage Co.,

1327 Manhattan Building,

315 DEARBORN ST., CHICAGO.

James L. Record,

ENGINEER
AND CONTRACTOR.

Grain Elevators, Coal Docks and all Heavy Construction a Specialty.

OFFICE, 306-310 CORN EXCHANGE, MINNEAPOLIS, MINN.

MACDONALD ENGINEERING COMPANY,

CONTRACTING ENGINEERS,

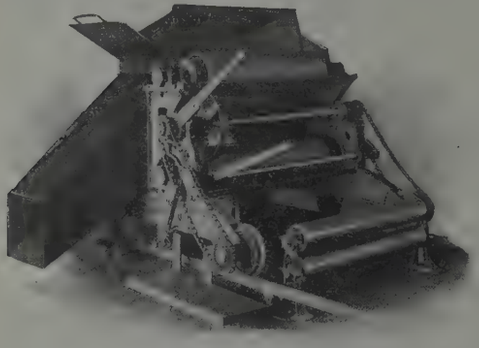
Designers and Builders of Wood and Steel
GRAIN ELEVATORS
of any Capacity.

1454, 1455 and 1456 Monadnock Block,
CHICAGO, ILL.

THE LINK-BELT MACHINERY CO.

ENGINEERS, FOUNDERS, MACHINISTS,
CHICAGO, U. S. A.

GRAIN ELEVATOR MACHINERY



INCLUDING

Belt Trippers,
Power Shovels,
Spouts, Buckets, Boots,
Machine Molded Rope Sheaves,
Shafting, Pulleys,
Shaft Bearings,
Gearing,
Friction Clutches, Etc.

LINK-BELT ENGINEERING CO., PHILADELPHIA AND NEW YORK.

THE INK

WITH WHICH THIS PUBLICATION IS PRINTED IS MADE BY THE QUEEN CITY PRINTING INK Co
SOUTH ST. CINCINNATI, O.

D. A. ROBINSON

OFFICES: { Auditorium Annex, Chicago, Ill.
1039 Lumber Exchange, Minneapolis, Minn.

DESIGNER AND BUILDER OF

Grain Elevators, Malt Houses

AND ALL KINDS OF HEAVY CONSTRUCTION.

Patent System of Independent Leg Rope Drive.
Patent Double-Jointed Distributing Spouts.
Patent Automatic Grain Belt Tripper

SEELEY, SON & CO.,

Fremont, Neb.

Architects and Builders

OF ALL KINDS OF

GRAIN ELEVATORS.

WM. GRAVER TANK WORKS

MANUFACTURERS AND BUILDERS OF

Steel Storage Tanks

AND

STEEL ELEVATORS.

We Build Storage for Any Commodity of Any Capacity.

GENERAL OFFICES:

790 OLD COLONY BUILDING, - CHICAGO.

GEO. M. MOULTON, President. W. C. ENGLER, Secretary. J. M. WITHERSPOON, Superintendent.

MOULTON-STARRETT CO.,

FISHER BUILDING, CHICAGO,

SUCCESSORS TO J. T. MOULTON & SON,

THE PIONEERS IN

GRAIN ELEVATOR CONSTRUCTION.

Architects and Builders of Frame and Steel Grain Elevators.

THE BARNETT & RECORD COMPANY

DESIGNERS AND BUILDERS OF

Grain Elevators, Mills, Breweries and Malt Houses.

STEEL ELEVATORS A SPECIALTY.

We also contract to build complete all kinds of heavy structures, such as **Docks, Packing Houses, Public Buildings, Stock Yards, Etc., Etc.**

A Few Elevators Built by Us. Bu. capacity.

Portland El. Co., Portland, Me.	1,000,000
Maple Leaf Elevator, Kansas City, Kan.	1,000,000
Burlington Elevator, St. Louis	1,300,000
Interstate Elevator Co., Minneapolis	1,000,000
Northern Grain Co, Manitowoc, Wis.	500,000
W. W. Cargill, Green Bay, Wis.	500,000
Vigo Elevator Terre Haute, Ill.	500,000
Belt Line Elevator Co., Superior, Wis.	2,500,000
Superior Terminal El. Co., Superior, Wis.	2,500,000
F. H. Peavey & Co., Minneapolis No. 1.	1,750,000
F. H. Peavey & Co., Minneapolis No. 2.	500,000
Atlantic Elevator Co., Minneapolis	600,000
Empire Elevator Co., Minneapolis No. 1	600,000
Empire Elevator Co., Minneapolis No, 2	500,000

THE BARNETT & RECORD CO. has designed and built more than one thousand elevators with capacities varying from 20,000 to 2,500,000 bushels. Also a large number of docks, mills court houses, packing houses, hotels, the Cozad irrigation canal and other like improvements. As a result of this large experience, it has a thorough, first-class organization and equipment, enabling it to submit bids or execute work in the shortest time consistent with thoroughness

WRITE US FOR ESTIMATES. 604 CORN EXCHANGE, MINNEAPOLIS, MINN.

CHICAGO OFFICE, 541 ROOKERY.

WHEN YOU WANT

Elevator or Mill Supplies,

Cleaning Machines,
Feed Mills,
Corn Shellers,
Engines and Boilers,
Gasoline Engines,
Horse Powers,

WRITE TO

GREAT WESTERN MANUFACTURING CO.

General Office and Factory, LEAVENWORTH, KAN.

Warehouse and Salesrooms, 1221-1223 Union Ave., KANSAS CITY, MO.

SEND FOR OUR ILLUSTRATED CATALOGUE.

E. LEE HEIDENREICH,

Consulting Engineer.

DESIGNER AND ARCHITECT FOR

GRAIN ELEVATORS

In Wood, Steel or Cement Construction.

ESTIMATES FURNISHED. FIRE LOSSES ADJUSTED.

541 ROOKERY, CHICAGO.

GRAIN ELEVATORS,
All sizes and capacities.

ELEVATOR MACHINERY.
We manufacture the best
Cast Iron Turn Head and Indicator Stands
On the market.
Also
Friction Clutches
For all purposes.
Iron Bin Bottoms and Throttles,
Automatic Dump Locks and
Automatic Wagon Blocks.

CORRESPONDENCE SOLICITED.
SATISFACTION GUARANTEED.

W. W. Lockwood,

MECHANICAL ENGINEER AND CONTRACTOR,

Winfield, Kansas.

JOHN S. METCALF & CO.,

ENGINEERS,

GRAIN ELEVATOR BUILDERS,

1075 W. FIFTEENTH STREET, CHICAGO, ILL.

A partial list of elevators which have been designed and constructed by us and under our supervision:

Burlington Elevator, St. Louis, Mo.	1,300,000
Grand Trunk Elevator, Portland, Me.	1,000,000
Export Elevator, Buffalo, N. Y.	1,000,000
J. R. Booth Elevator, Parry Sound, Canada	1,000,000
Cleveland Elevator Company's Elevator, Cleveland, Ohio	500,000
Erie R. R. Transfer & Clipping House, Chicago, Ill.	100 cars in 10 hours
Manchester Ship Canal Co.'s Elevator, Manchester, England	1,500,000
Burlington Elevator, Peoria, Ill.	500,000
Canada-Atlantic Railway Elevator, Coteau Landing, Que	500,000
Northern Grain Co., Manitowoc, Wis.	600,000
Union Elevator, East St. Louis, Ill.	1,100,000

TROMANHAUSER BROS.,

Architects, Contractors, and Builders of

GRAIN ELEVATORS,

Country, Transfer, Mixing, Marine, and Terminal Storage Elevator Plants.

PLANS SUBMITTED AND ESTIMATES FURNISHED.

616 CORN EXCHANGE, MINNEAPOLIS, MINN.

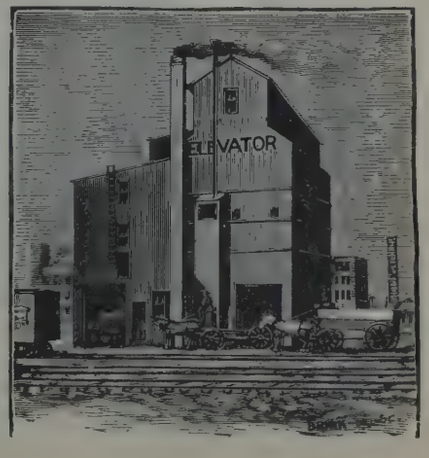
Western Engineering and Construction Co.,

Designers and Builders of

Grain Elevators.

Contracts taken for all kinds of heavy work. Estimates furnished if desired.

525-527 UNITY BUILDING, 79 AND 81 DEARBORN ST., CHICAGO.

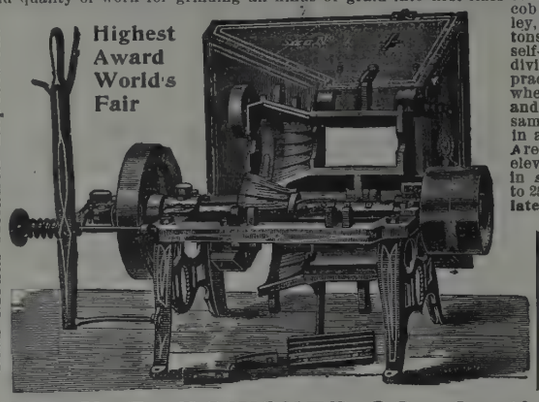


THE BEST ALL-AROUND FEED MILL

The **conical** burrs give large capacity with moderate power. Ahead of rolls or burrs in speed and quality of work for grinding all kinds of grain into first-class feed. Will **crush** corn and cob and **grind** oats, rye, barley, wheat, shelled corn, cottonseed, oil cake, etc. Has self-feeder for ear corn. The divided hopper makes it practical to grind oats, wheat or other small grain and crush ear corn at the same time, **mixing** the two in any proportion desired. Are sold with or without elevator attachment. Made in **six** sizes, ranging from 2 to 25 horse power. **Get our latest circular.**

Gold Medal Atlanta Exposition.

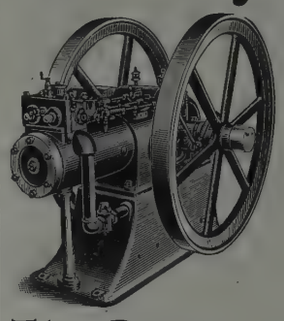
Highest Award World's Fair



YES, We make "Ready Dressed" MILL COGS and Bowsher's Speed or Motion Indicator and Superior Hard Maple Conveyor Flights.

THE N. P. BOWSHER CO., South Bend, Ind.

The Dayton Gas and Gasoline Engine



LEADS ALL OTHERS IN

Simplicity, Economy and Durability.

SIZES FROM 4 to 50 HORSE POWER.

For Particulars Address

The Dayton Globe Iron Works Co.,

DAYTON, OHIO.

Conveying, Elevating and Power-Transmitting Machinery

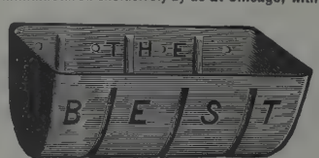
H. W. CALDWELL & SON CO.

SPECIALTIES FOR MILLS AND GRAIN ELEVATORS.

GENERAL MACHINISTS,
127, 129, 131, 133 West Washington St.
CHICAGO.

CALDWELL STEEL CONVEYOR.

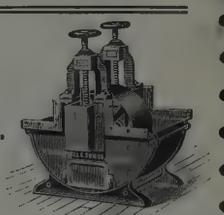
Manufactured exclusively by us at Chicago, with latest improvements.



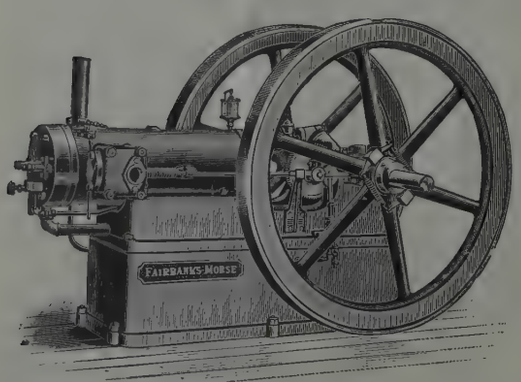
CALDWELL CORRUGATED SEAMLESS STEEL ELEVATOR BUCKETS.

LINK BELTING.
SPROCKET WHEELS.
COTTON BELTING.
RUBBER BELTING.
LEATHER BELTING.
BELT CLAMPS.
POWER GRAIN SHOVELS.
ELEVATOR BOLTS.
ELEVATOR BUCKETS.
CONCRETE MIXERS.
FRICTION CLUTCHES.
JAW CLUTCHES.
COUPLINGS.
FLEXIBLE SPOUTS.
GEARING (all kinds).
GRAIN SCOOPS.
ELEVATOR BOOTS.
COGSWELL MILLS.
HANGERS.
PERFORATED METALS.
PILLOW BLOCKS.
IRON PULLEYS.
WOOD PULLEYS.
SHAFTING.
SET COLLARS.
SWIVEL SPOUTS.
TAKE-UP BOXES.
TURN HEAD SPOUTS.
WIRE CLOTH.

Elevator Boot.



FAIRBANKS-MORSE
Gasoline Engines



- - ARE LIKE - -

FAIRBANKS SCALES,

Standard, Durable, Reliable.

Thousands of the Scales and hundreds of the Engines are used by the GRAIN TRADE.

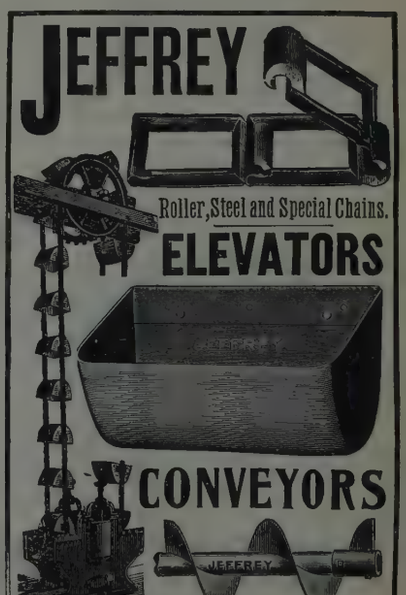
FAIRBANKS, MORSE & CO.,

CHICAGO.

St. Louis, Minneapolis, Cincinnati, Cleveland, Kansas City, Indianapolis, Louisville, Omaha, Portland, Ore. St. Paul. Denver. San Francisco. Los Angeles.

Send for Special Catalogue "G" showing plans for placing Engines in Elevators, Flour and Feed Mills, etc.

JEFFREY



Roller, Steel and Special Chains.

ELEVATORS

CONVEYORS

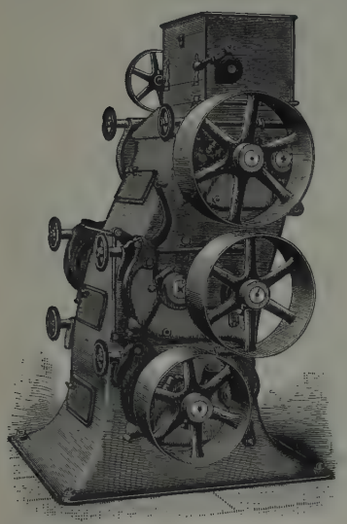
THE JEFFREY MFG. CO.
Columbus, Ohio.

41 DEY STREET, NEW YORK.
Send for Catalogue.

NORDYKE & MARMON CO., Indianapolis, Ind.,

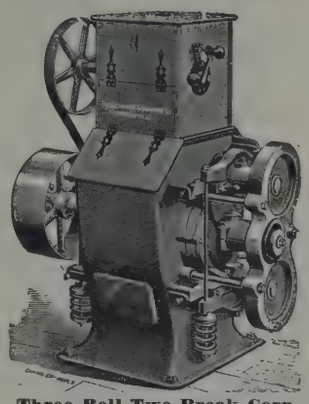
FLOUR, CORN AND ELEVATOR MACHINERY.

QUALITY TO SUIT THE MOST EXACTING. PRICES TO SUIT THE TIMES.



Three Pair High Six Roller Mill.

Corn Shellers,
Grain Cleaners,
Flour and Bran Packers,
Flour Feeders and Mixers,
Portable Buhr Mills,
Hominy Mills,
Wheat Heaters,
Scales,
Shafting,
Pulleys,
Hangers,
Boxes,
Gearing
Belting,
Steel Conveyors,
Wood Conveyors,
Link Belt,
Sprocket Wheels,
Engines and Boilers,
Water Wheels,
Elevator Supplies.



Three Roll Two-Break Corn and Feed Mill.

TEN SIZES and STYLES of ROLLER, CORN and FEED MILLS

No doubt about the volume of our voice if price and merit talk, and what we say will be interesting if you intend to buy.

WRITE US, SAYING WHAT YOU WANT.

NORDYKE & MARMON CO., - INDIANAPOLIS, IND.

AT HALF PRICE.

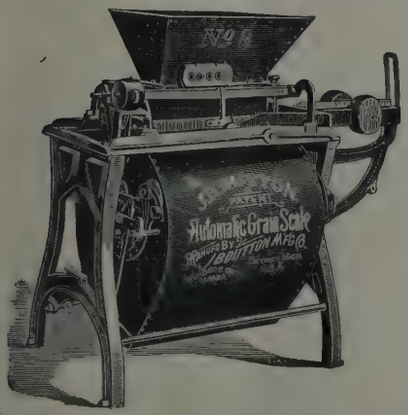
The Grain Dealers' AND Shippers' Gazetteer.

This Gazetteer contains official lists of flouring mills, elevators, grain dealers, shippers and commission merchants located on all the principal railroads in the United States and Canada, also grading and inspection rules of leading markets.

If you do business with these classes of business men you should have a list of some kind. This is handy and cheap. Large octavo volume of 266 pages, bound in cloth. Sent postpaid on receipt of price, which

Was $2.00, Now $1.00.

MITCHELL BROS. CO., 184-186 Dearborn Street, Chicago.



J. B. DUTTON'S Patent Automatic Grain Scale.

FOR USE IN

ELEVATORS, DISTILLERIES, MALT HOUSES, FLOUR MILLS, ETC.

ACCURATE AND RELIABLE AT ALL TIMES. SCALES SENT ON 30 DAYS' TRIAL.
SEND FOR CIRCULAR AND PRICE LIST.

Address

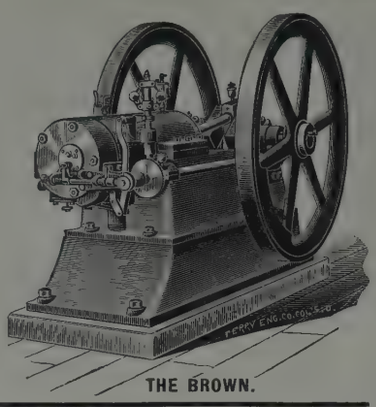
J. B. DUTTON, 1026 and 1028 Scotten Ave., DETROIT, MICH

Gas and Gasoline Engines.

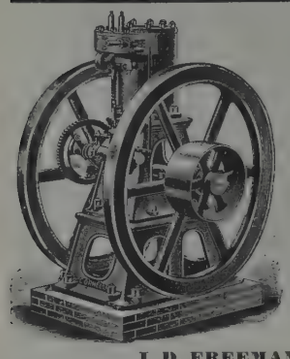
THE BROWN

Uses gas or gasoline. Makes no compression while engine is running idle. Charges fired with electric spark or tube igniter. Made upon honor and fully guaranteed. Write for description and prices.

Columbus Machine Co.,
COLUMBUS, OHIO.



THE BROWN.



Cornell Gas and Gasoline Engines.

1 TO 50 HORSE POWER.

These Engines are especially adapted to Feed Mill and Elevator work.

Price, 2½ Horse Power, $140.00.
10% Discount for Cash.

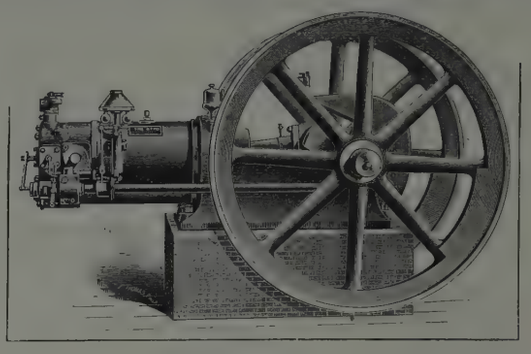
Special Engines for Electric Lighting and Water Works. Engines for Farm Work at low prices.

Write for Catalogue and Prices.

Coal Handling Machinery Co.,
172 West Superior Street, CHICAGO.

I. D. FREEMAN, Agent, Arkansas City, Kansas.

Otto Gas Engines.



OFFICES:

360 DEARBORN STREET, CHICAGO.
321 S. 15TH STREET, OMAHA.
313 THIRD ST. SOUTH, MINNEAPOLIS.
1222 UNION AVE., KANSAS CITY.

FACTORY:

THE OTTO GAS ENGINE WORKS,
PHILADELPHIA.

$2.50 { The American Miller, $2.00, / The American Elevator & Grain Trade, $1.00, } $2.50

Two Great Papers Every Month

For one year can be had for almost the price of one, by sending the $2.50 at one time. The interests of the milling and grain handling trades are so inseparable that you need both these "silent partners" in your business.

They will keep you fully informed of the progress and prospects of your line of business in all parts of the world.

They record the latest legal decisions and developments affecting your business.

ESTABLISHED IN 1873.

Published on the 1st day of every month, at $2 per year. Each number contains 80 pages and upward.

It is the great illustrated business magazine of the flour and cereal milling industry.

It is not a daily market report, but covers broadly every phase of the business from the production of the grain to the consumption of the manufactured products.

The most complete exponent of milling mechanics in the world. Water power, steam engineering and all milling topics are handled by the ablest writers in their respective fields.

ESTABLISHED IN 1882.

Published on the 15th of every month at $1.00 per year. Forty-eight pages and upward in every number.

It covers broadly and completely the business of buying, selling and handling grain. It illustrates and describes the latest storage, handling and transportation achievements. It deals broadly and vigorously with all questions and usages affecting the welfare of the trade. It enters into the details of things sufficiently to be helpful to even the smallest dealer in his daily business.

It will keep you elbow to elbow with your fellow dealers in all association and convention work for betterment of the trade.

$2.50 pays for both papers to one address for one year.

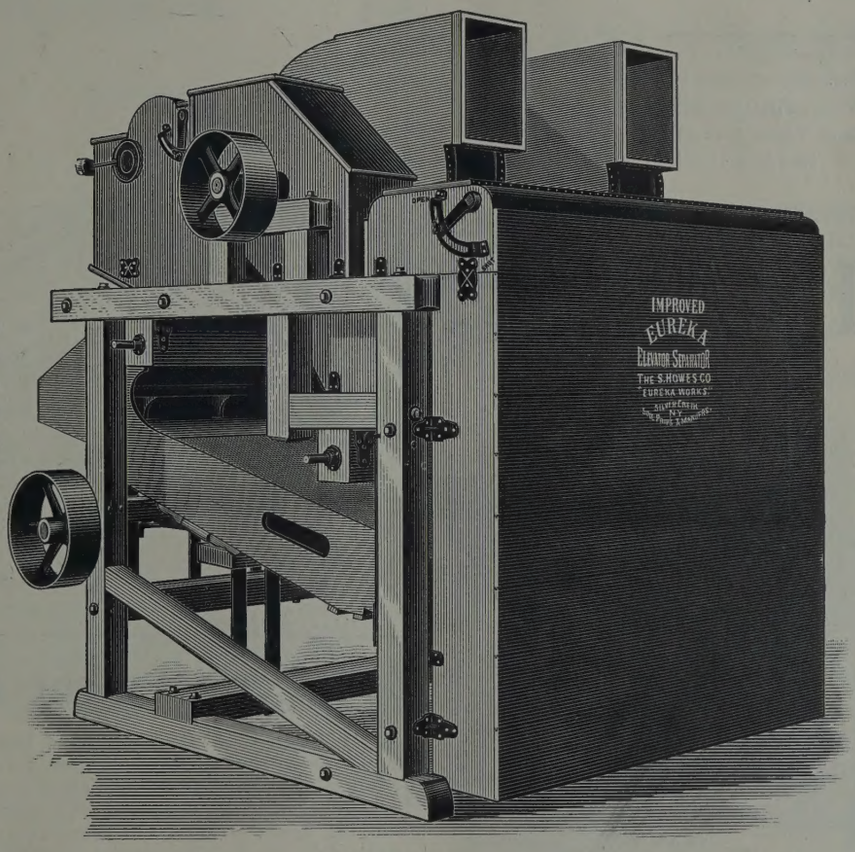
Mitchell Bros. Co., Publishers, 184 and 186 Dearborn Street, Chicago, Ill.

EUREKA GRAIN SEPARATORS AND OAT CLIPPERS

LEAD THE WORLD IN

Perfect Construction, Finish and Results.

The New Eureka Two=Fan Elevator Separator.



This is our latest and greatest success in this style of Separator. It is the only Separator having two separate and distinct fans, drawing air from four sides, and making three perfect sieve separations.

Our counterbalance shoe drive insures smooth and steady running.

This machine must not be confounded with so-called double fan machines, that draw from one side only.

FOR FURTHER PARTICULARS AND PRICES ADDRESS:

THE S. HOWES CO.,

EUREKA WORKS,

Silver Creek, N. Y. — *U. S. A.*

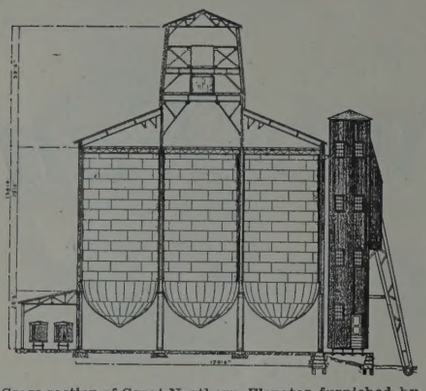
Riter-Conley Mfg. Co.,

MANUFACTURERS, ENGINEERS, CONTRACTORS.

Grain Elevators of Steel,

ALSO

Gas Holders with Steel Tanks.



Cross section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

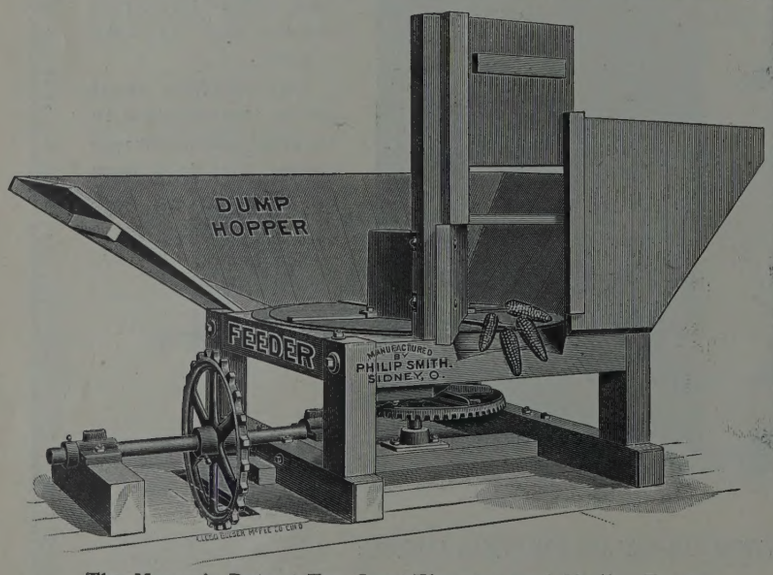
Water and Oil Tanks,
Steel Buildings,
Steel Stacks and
Steel Construction of
Every Description,

Designed,
Furnished and
Erected in
All Parts of the World.

General Office, Water Street, Pittsburg.
Plate, Tank and Boiler Works, First, Second and Third Aves.
Structural Works, Preble Avenue, Allegheny City, Pa.
New York Office, 39 and 41 Cortlandt Street.

LONG-DISTANCE TELEPHONE CONNECTIONS.

SMITH'S Automatic Warehouse & Elevator Machinery.



The Marquis Patent Ear Corn Elevator and Sheller Feeder

Will feed corn from the dump to elevator, or sheller, with or without aid of a drag belt. Feed adjustable from 100 from 1,500 bushels per hour. Can adjust feed to any amount sheller will handle. Feeds to either sheller or elevator by changing reverse board. An even feed is a great advantage, increasing your output, and will show a big saving in repairs on engine and transmitting machinery. Runs easier and requires less attention than any so-called feed device on the market. Is but 18 inches high, 3 feet 4 inches square, all parts being heavy and durable. Applied to old dump at very little expense. Pays for itself many times over in one season. Saves the expense of one man. Over 7,000 in use, giving universal satisfaction.

Corn Shellers, Separators, Cleaners, Ear Corn Feeder, Dumps, Self-Cleaning Head and Boot, Drags, Conveyors, Etc. Also a full line of **Elevator Supplies, Belting, Pulleys, Elevator Buckets, Etc.**

Parties contemplating building or repairing warehouse or elevator will do well to get my prices and description of machinery.

PHILIP SMITH, Sidney, O.

BELLINGER'S PAT. LOADING SPOUT

From Elevators to Vessel, Showing Spout and Carrier complete and Connected to Building, also manner of assembling Parts of Spout when Parties change their old Spouts.

When Parties have the Iron Telescope Spouts they can Slot their old Spouts and make a Perfect Rig as shown in Details. In such cases I will Furnish Every-thing Complete except Rig for handling Telescope. Cost of Right and all Parts on application.

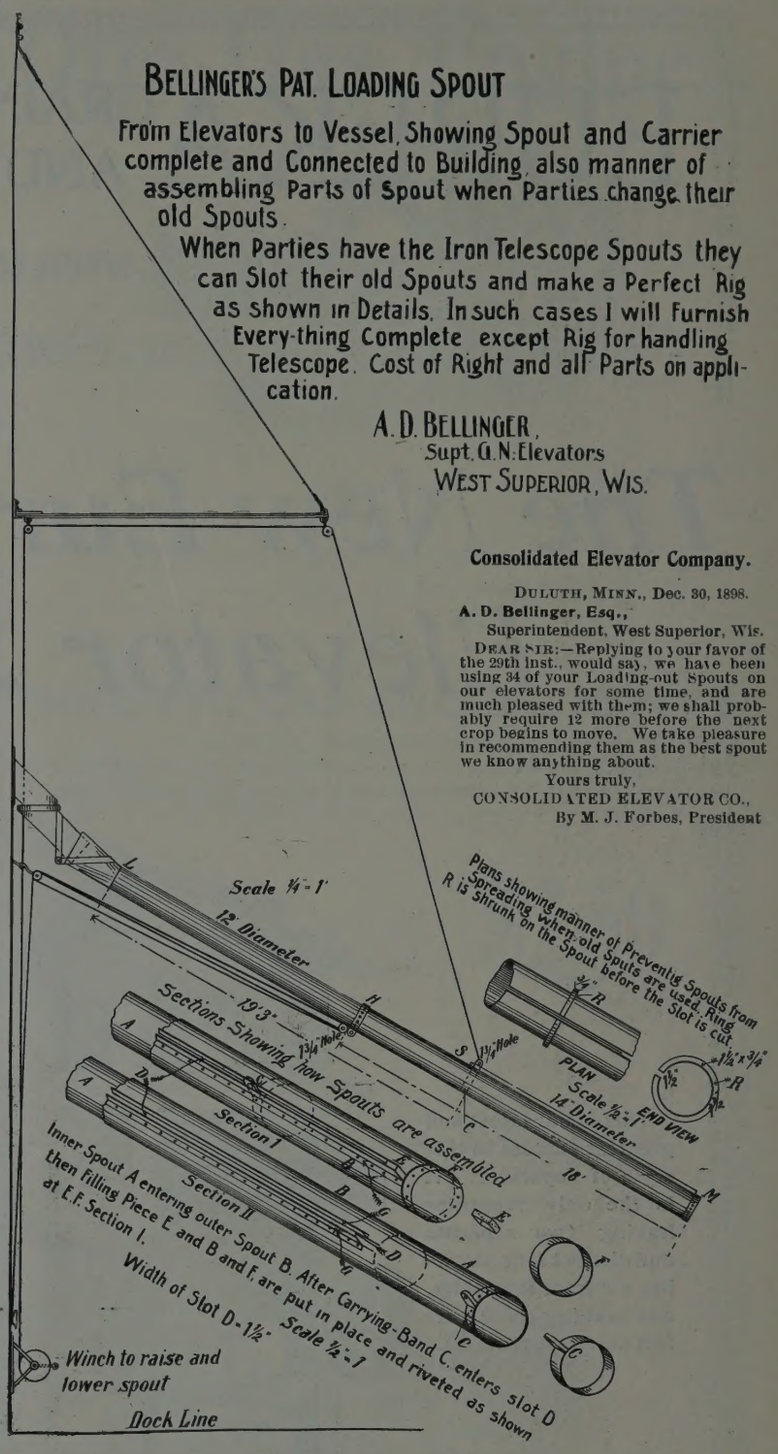
A. D. BELLINGER,
Supt. G. N. Elevators
WEST SUPERIOR, WIS.

Consolidated Elevator Company.

DULUTH, MINN., Dec. 30, 1898.
A. D. Bellinger, Esq.,
Superintendent, West Superior, Wis.

DEAR SIR:—Replying to your favor of the 29th inst., would say, we have been using 34 of your Loading-out Spouts on our elevators for some time, and are much pleased with them; we shall probably require 12 more before the next crop begins to move. We take pleasure in recommending them as the best spout we know anything about.

Yours truly,
CONSOLIDATED ELEVATOR CO.,
By M. J. Forbes, President



Bellinger's Patent Loading Spout,

Shown in the above, is used to load grain from elevator to boat. This spout will save about one-half time in loading out, as you do not have to depend on unfit rigging furnished by the boats to handle the spouts. They are suspended from the side of the elevator by steel cables and swinging arms, in such a manner that the spouts do not have to be attached in any manner to the boat; therefore they are not liable to breakage from listing of boat; and when the boat is to be shifted from hatch to hatch, it is only necessary to swing the spout clear of the boat rigging, and before the boat is tied up the spouts can be swung over the hatch and grain started. The spouts can be lengthened or shortened at will without changing the pitch of spout. The winch used to hoist the spout can be worked by one man, and is so constructed that it is impossible to let go. This is important as the spout cannot fall and smash, which is quite common with the old-style rig.

Look the cut over and write me for any information wanted, and also for prices.

A. D. BELLINGER,

Superintendent Elevators,

WEST SUPERIOR, - - WISCONSIN.

Put in

Metcalf's Improved Grain Dryer and Cooler

And Make Money.

This machine will rapidly restore to grade all wet or heated grain. It is doing it satisfactorily and profitably in the largest elevators in America and England, and we are prepared to guarantee that it will do the same for you.

During December we sold seven machines to parties who already have our drying plants.

One of these sales was to the Illinois Central R. R. Co. at New Orleans and consisted of two 1,000-bushel Dryers and one 1,000-bushel Cooler, which is an exact duplicate of the plant put in for this house two years ago.

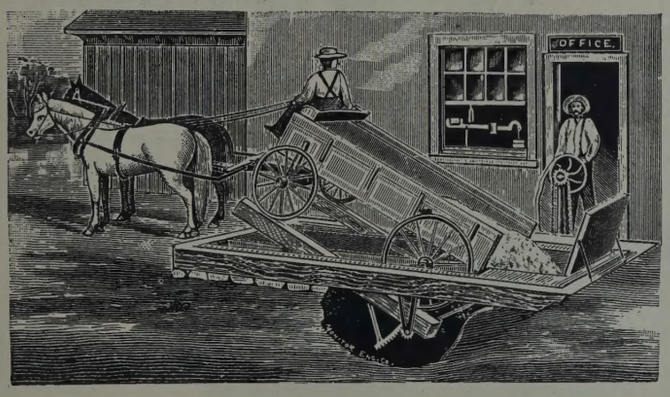
Is this not eloquent testimony?

There has never been a time when a Grain Dryer and Cooler could be put in to such advantage as now, because there has never been so much wet and heated grain in the country. The man who puts in the first machine in your section will make the most money.

Please write us for descriptive catalogue and prices.

John S. Metcalf & Co.,
GRAIN ELEVATOR BUILDERS,
1097 West Fifteenth Street, - CHICAGO.

Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,
M. C. WOODWORTH.

MANUFACTURED ONLY BY

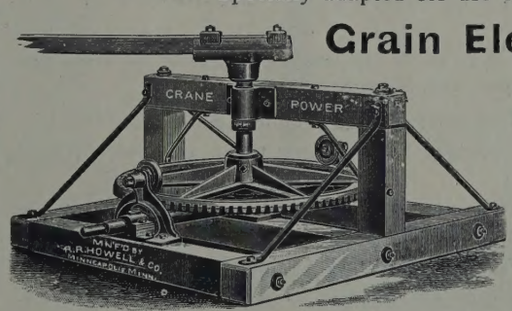
THE SAVAGE & LOVE CO., Rockford, Ill.

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.

THE ORIGINAL CRANE POWER.

Specially adapted for use in

Grain Elevators.

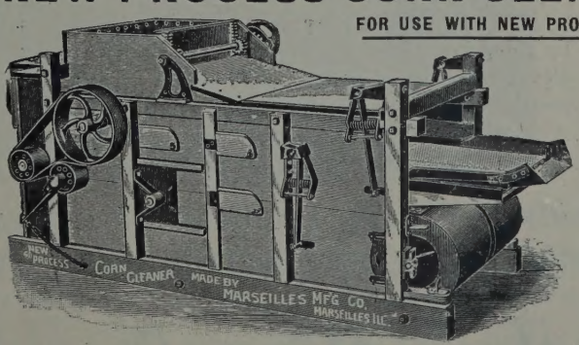


We also furnish complete elevator equipments, including Car Pullers, Grain Shovels, Wagon Dumps, Sprocket Wheels, Chain, Boxes, etc. If you are in the market for elevator supplies don't fail to correspond with us.

R. R. Howell & Co., Minneapolis, Minn.

NEW PROCESS CORN CLEANER

FOR USE WITH NEW PROCESS SHELLERS.



Also all other makes of Warehouse Shellers.

Made in Three Sizes.

Capacities—500 to 1,400 bushels per hour, according to size.

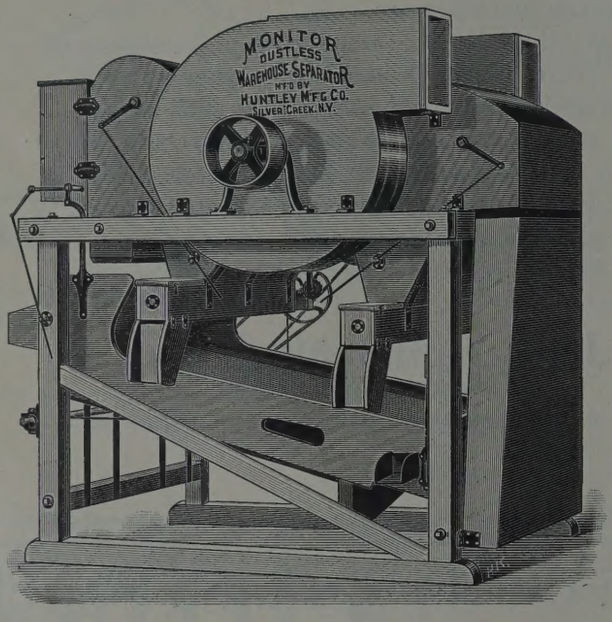
Can also be used for cleaning small grains.

The special features of this machine are as follows, viz.: Large capacity, excellent work, occupies only two-thirds the room required by other cleaners of same capacity; has two cleaning fans, one blast and one suction; is dustless; can be knocked down and set up in any part of building; adjustable feed opening, which can be opened or closed off entirely without stopping machine or throwing off the belt; two cleaning shoes hung on patent springs; the grain and screenings all saved; noiseless; runs light; durable. **The New Process Shellers and Cleaners make a fine outfit for any house. Ask for circulars.** Address

MARSEILLES MFG. CO., Marseilles, Ill.

The Monitors

Grain Cleaners.



Will give better general satisfaction than other makes.

About all of the leading cleaning elevators are equipped with Monitors.

This machine stands alone—AT THE TOP.

Conceded by all users to be the best Cleaner made.

The only Separator built with two fans and a special vacuum chamber.

Four separate and distinct air currents act on the grain. These currents are regulated from vacuum or exhaust chamber; hence are positive, regular, and evenly distributed.

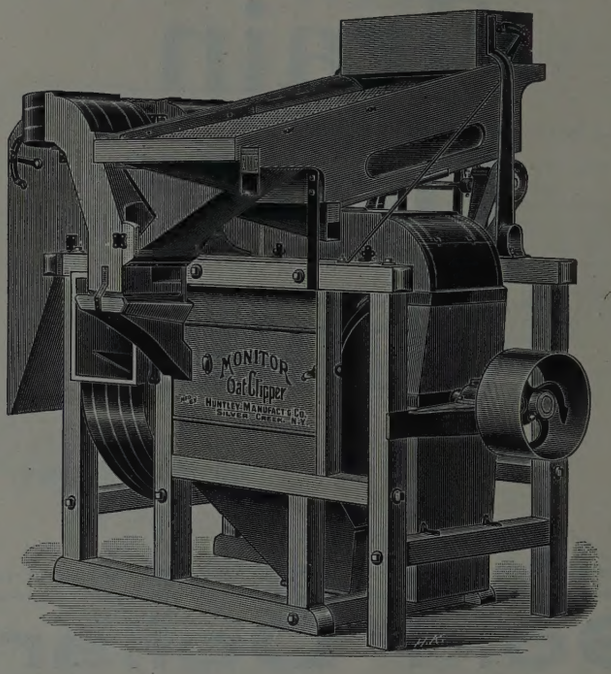
Results! The highest class of work that can be done.

No grade grain in the screenings.

To make a long story short: convince yourselves by going into any of the prominent modern cleaning elevators. You will find the Monitors at work there.

Bear in mind that the Monitor is not two single fan machines built together in one frame.

Oat Clippers.



Are quite a few steps in advance of any machines of this type built.

This is a strong claim, but, like all claims we make, we are prepared to demonstrate it.

They are high grade in every respect and, like the Monitor Cleaners, are generally selected by the builders of modern cleaning houses.

Clipping houses claim that they can obtain better and more economical results with the Monitor than with any other Clipper.

Special attention has been given to the construction of the machines, all weak points overcome, and to-day they stand—the best built, the most durable, the best looking, the easiest regulated, and the lightest running Clipper on the market.

Do you need a Clipper? Are you in doubt as to the best? If so, go to any modern elevator (prominent house) and you will find them. That is all we ask. Your order will surely follow.

MORE MONITOR MACHINES IN OPERATION IN LEADING AND PROMINENT MODERN ELEVATORS THAN ALL OTHER MAKES COMBINED. WRITE US.

Huntley Mfg. Co., Silver Creek, N. Y.